

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5028

歲三十一年十一月廿九日

SATURDAY, DECEMBER 9, 1905.

大英帝國
英港二十日

每期一元
SINGAPORE COPY 15 CENTS

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BIRTHS.

On the 21st November, at Sinochow, the wife of A.C. Bowen, of a daughter (Frances Jean). At Shanghai, on the 27th November, the wife of GEO. BUCHANAN, of a son.

On December 1st, a daughter was born to Dr. and Mrs. C. F. S. Lincoln, of St. John's College, Shanghai. Name MARIA.

On the 2nd December, at Shanghai, the wife of F.A. de ST. CROIX, of a son.

MARRIAGES.

On the 10th No., at Bombay, HERBERT GRAYHURST PEARSON, Barrister-at-Law, Calcutta; second son of the Right Hon. Sir Charles Pearson, Edinburgh, to ANNE ERISKING, third daughter of the late E. Eriskine-Scott, Esq., of Linburn Willikstone, Midlothian.

On December 5th, at the Wesleyan Chapel, by the Rev. C. Bone, WILLIAM HENRY, eldest son of George Donald, Esq., of Sydney (N.S.W.), to MARY, younger daughter of Robert Wall, of Sydney. No cards.

DEATHS.

At Sea, between Ceylon and Colombo, on the P. and O.L. "Sardinia," on the 10th November, EDWARD FREDRICK GROWSE, I.C.E., late Commissioner of Orissa, in his 61st year.

On the 23rd November, at Tientsin, JULIA CATHERINE REID, of Tientsin and Shanghai, aged 59 years.

On the 26th November, at Shanghai, HANS SOPHUS BOESEN, second son of the late Carl Christian Boesen, D.M., aged 22 years.

On the 27th December, at Shanghai, ESTANISLAV ANTONIO BOTELHO, aged 18 years.

On December 5th, at 1 p.m., at Kowloon Docks, LACHLAN M. KERR, Superintendent Shipwright, and for many years in the service of the Hongkong and Whampoa Dock Company, aged 49 years. Deeply regretted.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.
HONGKONG, SATURDAY, DECEMBER 9, 1905.

THE RISING DOLLAR.

(and December.)
Singapore, like Hongkong, is greatly concerned about the rising dollar, and the cry which is heard here from those who are paid on a sterling basis is making itself heard in the southern port. The bitter complaint of Government servants that the purchasing power of their salaries is falling every day while those who are paid in silver do not notice any appreciation, is quite as true of

Hongkong as it is of Singapore, and we might say of the rest. A few firms in this Colony have reduced their prices, but for the vast majority of articles people are paying exactly the same number of cents or dollars as they did when the dollar was at one shilling and eightpence. The worst of it is that the goods, certainly most of the imported goods in Hongkong at the present time, were purchased when the dollar was cheap, so that people here are really paying from 15 to 30 per cent. more for the goods to-day than they were six months ago. Yet no merchant ever failed to raise his prices when the dollar fell in value. It would not be at all surprising, if the dollar fell to one shilling and eightpence next week to learn that on account of the reduced exchange rate at which the dollar was quoted, merchants found it necessary to increase their prices, and, of course, we all know that once a 15 or 20 per cent. rise is mutely sanctioned that is the price at which the article will be sold for the future, no matter if the dollar rose to half a sovereign. While those who are being paid in sterling undoubtedly feel the effects of the rate now prevailing, it is equally true that those who have always been paid in silver are reaping no advantage. House rents are the same as before, there has been no fall in the price of provisions, the cost of wines and liquors, except in rare cases, is just what it was twelve months ago, and in fact nobody except the remitter and those who gamble in the money market stands to gain anything by the increasing value of the dollar. According to the *Eastern Daily Mail*, "the rate of exchange is higher than it has been for the last ten years, during which period home prices for imported goods have practically been stationary." Yet we are paying at least 25 per cent. more for imported goods sold by retailers than we did ten years ago. House, rent, servants' wages, and, in fact, everything that a European requires, have also greatly increased in price during the last few years, whereas salaries have remained at a standstill with the silverites and have materially diminished in the case of the goldites. It would appear that the only people in the Colony who are making any profit out of the present unsatisfactory state of things are the banks, retailers and hotel keepers, and the latter, not content with a twenty-per-cent. increased profit on their drinks, must add insult to injury by measuring out their refreshments with mathematical exactitude by means of a patent invention which makes one stengah into two." That would seem to be the most unkindliest of all, first to rob a man by charging a price which brings four or five hundred per cent. profit, and then to steal the article he has paid for outrageously from his grasp. It has never been a difficult matter to ascertain who is, or who is not, a partner in a native "hong." Merchants in the sister Colony, in the opinion of our contemporary, should hail the new Bill with unqualified delight; it will not eradicate all the disabilities under which business is conducted, but it will alleviate in no small degree the difficulties in obtaining information which is often so necessary. It is now apparent that an attempt has been made to grapple with the many difficulties in a thorough manner. The *Eastern Mail* accords the new Bill all support, confidently anticipating the enactment being placed upon the Statute Book in the near future to the lasting benefit of commercial interests generally throughout the Straits Settlements. It is a sound view having many staunch supporters in our midst.

APPROACHING DEMISE OF RUSSIAN AUTOCRACY.

(5th December.)

In a recent article on Russia's peril, following on the procrastinating policy of her Government in effecting political reforms on the lines demanded by the long-suffering people, a contemporary remarked that Russia is to-day more sorely vexed than she ever has been by industrial disorders and strikes. The *S. P. Chronicle* succinctly recapitulates the petition to the Tsar and his reply. When the Mayors and Presidents of the Zemstvos petitioned His Majesty several months ago to call a national assembly which should have a voice in the management of the affairs of the Government, he dismissed the deputation with fair promises. But when the imperial rescript was finally issued, after a long delay, providing for the meeting of a national assembly, its powers were so circumscribed that it was made merely an advisory body, at best, restricted in its discussions and recommendations to matters of minor importance. The imperial ukase prohibits the discussion of the more vital questions and principles of government. The Duma, or national assembly, is not endowed with any legislative functions. The Tsar retains autocratic authority. The assembly will not, in fact, be a representative body, as all of the industrial classes and 80 per cent. of the professional men in the empire are excluded from the right of suffrage in the election of its members. It has been stated that the Zemstvos, or Councils for political self-government, are widely regarded by Russian reformers as the bases on which might be built the fabric of social and political liberty. From 1861, when the Tsar Alexander II. made considerable alterations in the law relating to local government, down to 1872, when municipal self-government, and 1889, when peasant self-government was conceded, hopes ran high; but generally the power of the ruling classes in the Zemstvos has increased; the peasants have been deprived of the right of electing their representatives, who are now nominated by the Government of the provinces from candidates elected by the peasants. The decisions of the Zemstvos are now made subject to the approval of the Government in every case, whether these decisions are in accordance with the law or not. Similar limitations also weigh heavily upon other efforts of local self-government. The Russian people, since the publication of the

European and American manufacturers and merchants have been, and are compelled to limit their business because of the impossible conditions under which they are forced to trade, and by reason of the uncertainty as to whether they are trading with proprietors or partners in substantial business "chops" or with "men of straw." Our Southern contemporary asserts that, when partnerships are duly registered, a will will be given to trade which can hardly be measured; the results of which can only react to the Colony's advantage, and should outweigh the petty opposition that exists against the Bill led by a small minority of self-seeking merchants who are afraid of a little wholesome outside competition which the new order of things will undoubtedly bring about. "The Bill now before the Legislative Council at Singapore, as readers of the *Hongkong Telegraph* will have gathered from the resume appearing in these columns some time since, is one which, if passed, will largely contribute to the increase of trade by removing a great obstacle, besides affording better protection to the European merchant, both in the East and on the other side of the world. As is pertinently pointed out in the journal we quote, in the Straits as well as in Hongkong, we require no restrictions to our trade; we welcome all efforts put forward tending to foster our manufactures and industries, all conscientious endeavour made for the purpose of increasing our trading facilities and improving our financial credit. The registration of partnerships will do much towards that desideratum. It is rumoured that a few prominent merchants and Chinese dealers in the Straits have expressed opinions against the new Bill, but it should be pointed out again that one of the clauses explicitly states that the Bill will only be compulsory with firms started in the future; what their objections to that clause may be it is difficult to surmise. It is further understood that the Chinese Advisory Board are also against the new Bill, and it will be very interesting to hear the arguments that can be adduced by the Chinese members when the Bill comes under discussion. The late official assignee in Singapore, time after time, admitted that in the present state of the law he could accomplish little or nothing in the discovery of mythical partners in the numerous "chops" that come within his jurisdiction in the bankruptcy Court. In Hongkong Behch and Bar, similar utterances have been heard time and again. It has ever been a difficult matter to ascertain who is, or who is not, a partner in a native "hong." Merchants in the sister Colony, in the opinion of our contemporary, should hail the new Bill with unqualified delight; it will not eradicate all the disabilities under which business is conducted, but it will alleviate in no small degree the difficulties in obtaining information which is often so necessary. It is now apparent that an attempt has been made to grapple with the many difficulties in a thorough manner. The *Eastern Mail* accords the new Bill all support, confidently anticipating the enactment being placed upon the Statute Book in the near future to the lasting benefit of commercial interests generally throughout the Straits Settlements. It is a sound view having many staunch supporters in our midst.

CIVIL SERVICE SALARIES.

(6th December.)

Once again we return to that all-important question which is exercising the minds of the householders and employers in Hongkong, the disastrous effect which the increased value of silver has on the spending power of the dollar—an effect experienced with firms started in the future; what their objections to that clause may be it is difficult to surmise. It is further understood that the Chinese Advisory Board are also against the new Bill, and it will be very interesting to hear the arguments that can be adduced by the Chinese members when the Bill comes under discussion. The late official assignee in Singapore, time after time, admitted that in the present state of the law he could accomplish little or nothing in the discovery of mythical partners in the numerous "chops" that come within his jurisdiction in the bankruptcy Court. In Hongkong Behch and Bar, similar utterances have been heard time and again. It has ever been a difficult matter to ascertain who is, or who is not, a partner in a native "hong." Merchants in the sister Colony, in the opinion of our contemporary, should hail the new Bill with unqualified delight; it will not eradicate all the disabilities under which business is conducted, but it will alleviate in no small degree the difficulties in obtaining information which is often so necessary. It is now apparent that an attempt has been made to grapple with the many difficulties in a thorough manner. The *Eastern Mail* accords the new Bill all support, confidently anticipating the enactment being placed upon the Statute Book in the near future to the lasting benefit of commercial interests generally throughout the Straits Settlements. It is a sound view having many staunch supporters in our midst.

side that circle can tell the manoeuvres and shifts to which that class has been put in order to make their little spin out and get both ends to meet. They do, but at what sacrifice to themselves and their families! With regard to the third class, those in the Government. In the words of the American journal, "the popular patience with the Tsar and his advisers seems now to have been exhausted, and the agitation for political reforms and representative government has taken a more aggressive form than it ever did before, without instituting an armed rebellion." The people are showing their power by paralyzing the internal commerce and industries of the empire, through refusing to operate the railways, and are demanding universal suffrage and other political concessions as their only terms of reconciliation with the Government.

The Tsar's appointment of Count Witte as Premier and the latter's promises to revise the electorate for the national assembly and broaden the latter's powers are in the form of an imperial "eleventh-hour repentence." It looks as if these partial concessions were made too late, and that the people will not stop short at anything now save the establishment of a constitutional government in the fullest meaning. "Russian autocracy is approaching its demise."

Official and legal opinion is not quite clear that the Bill is necessary. The mercantile community hesitates to deny the fact, but finds fault with every measure submitted. As the official Assignee in Singapore has said—"A few of the older European firms consider that they will not be benefited by such a measure; but he pertinently asks, in what way will they be harmed?" What is there to hide, and how would the passing of such a Bill into law adversely affect trade? The same official who is an acute recorder proceeds: "Again it has been suggested that, if partners have to register, rich Chinamen will cease to invest their capital in trade; but there is more than one way of having money in a firm and getting a share of the profits without becoming a partner, and a Chinaman is the last person to be deterred from investing money in a concern that he expects to pay." Registration would show that such men were not partners: at present the firm gets credit on the strength of reports that such a man has money in the firm. Everything in the Bill tends to protect the honest firm and to sweep the swindling fraternity out of existence. At present in the Straits Settlements as in Hongkong there are no means extant whereby it is possible to discover the real partners in a firm. Trusting to the outward and apparent respectability of a firm, a mercantile house, rather than lose a good order would possibly—indeed, in all probability—accept the order-off chance that not having been defrauded in the past they could take the risk on this occasion. Then when the crash comes, it is found that the real members of the firm were men of straw while those who figured, either impliedly or by actual assertion, as the stanch, solid partners who could make good any debt, have no such connection with the defunct concern as the man in the moon. That has happened repeatedly, and it will happen again. It will so long as there are no proper safeguards to protect the creditor firm against the rascality of the debtor. What possible objection can there be to the disclosing of the partners' names? No English firm of repute would object for a moment and it is certain that all the first-class Chinese firms would be ready to follow that example. For the firm which in carrying on a straightforward, honest business has nothing to fear. It is the shady crook that finds himself up against a dead wall. Naturally he screams impotently; he shouts and protests that he is ill-used, and he will get a certain amount of sympathy from those who are frightened at the unaccustomed condition of things. The members of the Singapore Chamber of Commerce represent firms of the highest standing, but on the principle that disclosure is the better part of valour on this occasion they have run away from the question. They have hesitated to give the Registration Bill a trial and were lost. We are told by the official Assignee for the Straits Settlements that last year "the liabilities in estates of debtors against whom receiving orders and administration orders were made amounted to \$1,293,082.42 in Singapore and \$165,934.48 in Penang, according to the statements of affairs submitted by the debtors or made out from their books, or (where no statement of affairs would be made out) from the proofs lodged. The gross assets realized during the year on these estates amounted to \$160,330.35 in Singapore and \$38,196.84 in Penang, giving an average of 13.09 and 19.49 per cent. of the liabilities for the two Settlements respectively." In another part of his report the official Assignee states that in eighteen cases the debtors or all but the sleeping partners absconded or were not to be found. And he makes a choice remark about the non-absconders. He says: "The failures of those traders who did not abscond were almost all either distinctly fraudulent or characterised by trading with knowledge of insolvency." Yet in the face of that the merchants who have been defrauded prefer to be without a Registration of Partnerships Act. However, it is just possible that the Government setting the judgment of Penang against the residency of Singapore may decide to give the provisions of the new Bill a trial in which case they will have the support of very many in the commercial world. At all events a trial is wanted, and why not in Singapore? Then it would be understood in a practical form whether this so-called interference with trade was justified or not, and if it were found to be unworkable nothing easier than to abrogate the Act. It would be a boon appreciated by merchants alike in the Straits Settlements (or a large proportion of them) and Hongkong to have the question tested by an actual trial.

THE ROYAL VISIT.
(8th December.)
Prince Arthur of Connaught arrives in Hongkong on the 9th of February, according to the despatch of the Secretary of State, and, after visiting Canton, will leave four or five days later for Japan, where His Royal Highness will present the Garibaldi to the Emperor of Japan. While this itself is an interesting event, that the nobles of Great Britain should be conferred on the head of our great ally, it shrinking in local importance by the announcement that His Royal Highness is to stay in the Colony for several days. It must be remembered that all the public movements of Prince of the Blood Royal are only sanctioned by the King, and His Majesty is not to be turned from his purpose by any special pleadings of time and tide. It is all a predetermined affair, and the fact that the King, in the person of his nephew, has decided to honour Hongkong is not lightly to be

passed over. That those who represent the city in commerce and trade generally will allow the occasion to pass unhonoured is out of the question; already several suggestions have been made as to the manner in which the visit should be recognised, but with that we have nothing to do at present. What must be borne in mind is the significance of the visit to Hongkong. At the present time, Hongkong has embarked, *sans* assistance from the home country, on a scheme of finance with China which brings this home on the mountain-side within measurable distance of Threadneedle Street. It is a certainty that His Majesty—who is greater by his title of "all the seas" than any of his predecessors, greater even than King Richard the fighter, or his great namesake, the first of his name—has well thought out the itinerary of the journey. Does it not appeal to anybody's mind that the visit to Canton should be specifically mentioned? If the Prince is "ordered," or shall we say "commanded," to visit Canton, surely we may draw our own deductions from the visit contemplated. The Prince, who, to be genealogical, is the second child of the Duke of Connaught, and the eldest son, born on January 13, 1883, and therefore, when he reaches Hongkong, just 23 years old, has had no opportunities of exerting that diplomatic gift which belongs to the family of His Royal Highness. But in the Blood Royal of Great Britain there is, as we have frequently seen, a gift which transcends ability, and that is tact. Prince Arthur of Connaught will not necessarily be refused to identify as proper persons to be admitted to the United States many worthy Chinese, which, of course, led to bitter complaint and fostered the boycott feeling. Secretary Taft also brought forward the instance, that was urged upon his attention at Government House here, in which a Chinese merchant who desired to send his son as a shop assistant to his branch store in the United States, with a view to ultimately admitting the son to partnership, found that the boy was barred on the charge that he was a coolie. It was represented at the meeting that Chinese living in the British and French and Portuguese Asiatic colonies, being really citizens of those nations, did not see why they could not be admitted to America under proper passports, instead of being required to produce the unpopular certificates. These were only a few of the complaints made against the administration of the existing exclusion law. We gather from a San Francisco despatch that the trend of the opinion in the Cabinet meeting was that these complaints, after all, were directed rather against the construction placed upon the law than against the Act itself, and especially against the definition given in California to the term coolie, so it was practically decided that some important changes in the present regulations must be made. Taken in conjunction with the reported statement of the President's congressional message, there is every hope that the educated class of Chinese will have their righteous grievance removed and labour no longer under the invidious disabilities to which they were unjustly subjected.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

RUSSIA AND CHINA.

A MAGNANIMOUS OFFER.

DISCLAIMS LIABILITY, BUT PROVES AFFECTION.

[From Our Own Correspondent.]

Shanghai, 6th December,
8 p.m.

M. Pokotiloff, the Russian Minister to China, has informed the Wei-wu-pu that Russia cannot recognise that she is under any obligation to indemnify the Chinese for losses arising out of the Vladivostok riots.

As an evidence, however, of the friendship which Russia bears towards China and the Chinese people, he promised that he would endeavour to persuade his Government to grant some pecuniary relief to those Chinese merchants who suffered by the recent disturbance at Vladivostok.

JAPANESE SHIPBUILDING.

FIRST ARMoured CRUISER

TO BE LAUNCHED SHORTLY.

[From Our Own Correspondent.]

Shanghai, 7th December,
2.5 p.m.

Work on the *Tsukuba* has been so far advanced that she will be ready to be launched on the 13th inst.

The *Tsukuba* is the first armoured cruiser, and the largest, that has been built in a Japanese naval shipyard.

RUSSIANS IN MANCHURIA.

RESORT TO PLUNDERING.

CHINA PROTESTS.

[From Our Own Correspondent.]

Shanghai, 7th December,
2.5 p.m.

The Russian troops in northern Manchuria, who have not been able to be re-patriated, are so far short of provisions that they have resorted to plundering.

China has entered a protest against the action of the Russian troops.

F. P. S.

Hongkong, 6th December, 1905.

that the President's efforts last summer to allay the indignation of the Chinese by a circular of instructions to the American Minister to China and consular officers therein had in a measure failed of its purpose and required considerable amendment to secure the object sought. Mr. Rockhill himself reported that it had not been found possible to carry out the instructions contained in the circular without doing great injustice to worthy Chinese and imposing burdens too heavy to be borne upon the American Consuls. It will be remembered that, when Secretary Taft was in Hongkong on his return visit from the Philippines with the Congressional party, he had a somewhat lengthy discussion with a few of the Chinese members of the community on the subject of the exclusion of Chinese from American territory. Secretary Taft then promised that the reasonable suggestions put forward on behalf of the Chinese would receive due consideration in proper season. Being freshly from the East Secretary Taft at the first Cabinet meeting took a prominent part in the discussion when it was broached by Secretary Root and presented some of the results of his observations on his Oriental trip. It transpired that the requirement that American Consuls identify the Chinese seeking certificates admitting them to American ports imposed a task upon those officials beyond their ability. The Chinese applicant frequently came from some place far distant from the American Consulate and the Consul was consequently obliged to refuse to identify as proper persons to be admitted to the United States many worthy Chinese, which, of course, led to bitter complaint and fostered the boycott feeling. Secretary Taft also brought forward the instance, that was urged upon his attention at Government House here, in which a Chinese merchant who desired to send his son as a shop assistant to his branch store in the United States, with a view to ultimately admitting the son to partnership, found that the boy was barred on the charge that he was a coolie. It was represented at the meeting that Chinese living in the British and French and Portuguese Asiatic colonies, being really citizens of those nations, did not see why they could not be admitted to America under proper passports, instead of being required to produce the unpopular certificates. These were only a few of the complaints made against the administration of the existing exclusion law.

The day was proclaimed a public holiday. At 10 a.m., three parties of sightseers and participants in the events of the Hongkong Regatta, held at Aberdeen, left the Hongkong *Sun Cheung*, the day simultaneously for the scene of the day's racing. The *Sun Cheung* left Wing Lok street wharf, to take up her position as "flagship;" the Royal Hongkong Yacht Club launch left Blake Pier, and the Dock Company's launch *C. 3* left Queen's Statue wharf, and these were followed at 10.30 a.m. by the Victoria Recreation Club's launch and the Dock Company's *Edith*, the latter launching a second trip at 1.30 p.m. for those who were unable to get over in the morning. After 2.30 p.m. a number of launches took over a large contingent of Hongkong residents who were unable to get away from the city early in the day. Immediately upon their arrival the interested holiday-makers joined the party on board the flagship to follow the rest of the race.

The day was somewhat cloudy, but fine, and the sea fairly smooth, so that a successful day's sport was looked forward to. Crossing over from Hongkong to the westernmost end of the island somewhat strong breeze was encountered and the sea slightly rose; but in the shelter of the bay in front of the docks, the wind was felt but moderately, while the sea comprised within the limits of the course was comparatively smooth.

On the way over a number of launches, almost amounting to a fleet, followed in the wake of the official boat—the *C. 3*, and arrived practically in a regular line. The flagship *Sun Cheung* was moored in an advantageous position just off the dock, and was "dressed" from stem to stern in her gala dress of bunting, as also were the *Andrea Richmorn* and the *Portwain*, two vessels now in the Aberdeen Dock undergoing overhaul. The quarters of the employees of the Dock Company were also gay with flags from the international signal code, while in a central position was a booth occupied by a refreshment stall where edibles and drinkables were served during the day under the management of the Occidental Hotel of Kowloon. The fleet of boats afloat, also sporting their quota of colour, added to the gay brilliancy of the scene.

Among those present were His Excellency the Governor, accompanied by Captain Lutkin-Liesle, and Captain Smith, A.D.C.'s, and Mr. R. A. B. Ponsonby, who arrived at 1.30 p.m., and brought with him the following party: Sir Francis and Lady Piggott, Hon. Gershon Stewart, Miss Hancock and the two Misses Cave-Hrown. At 2.15 p.m. Lady Noel and party arrived in the launch *Christina*, which Sir Paul Charter had placed at their disposal. Admiral Sir Gerard Noel arriving about the same time in the river torpedo boat.

The Hand of the Royal West Kent Regiment arrived just as the third race was being rowed.

The soldiers took up a position just outside the enclosure and to the delight of the large gathering at once treated the spectators to one of the choice selections which the musicians, under the baton of Bandmaster McElvey, know so well to render at every public function.

In order that the course might be kept as smooth as practicable instructions had been issued to all launches moving about to go at no greater rate than half speed, thus obviating too much backwash, while no boats whatever were allowed to moor in front either of the flagship or the enclosure.

It was intended that the keynote of the programme should be punctuality in starting each race, the start taking place without a moment's wait for late competitors who were not on the scene at the notified time for starting.

This was rendered necessary on account of the length of the programme and the early arrival of dusk at this season. There was, however, no reason for any late arrivals, inasmuch as a ship's bell clang'd out unceasingly the signal "ready" for two full minutes before each even, thus giving all competitors ample time to be at the starting point in good time. But, as it happened, from one uncontrollable cause and another the first race did not start till 2.35 p.m. and was an easy win for *L. A. Musso*; the results of the other races being given below.

TUB SCULLS.—Open to those not competing in the Stewards' Challenge Cup. Distance 1 mile. Following are the entries:

Station No. 1.—Hongkong.—L. A. Musso, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 2.—Hongkong.—W. Kuntzel, V. R. C. 1st, 1lb. Colours.—Blue and Gold.

Station No. 3.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 4.—Centre.—L. Duran, Canton R.C. 1st, 1lb. Colours.—Blue and White.

Station No. 5.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 6.—Aplichau.—L. Duran, Canton R.C. 1st, 1lb. Colours.—Blue and White.

Station No. 7.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 8.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 9.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 10.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 11.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 12.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

Station No. 13.—Aplichau.—L. Browne, V. R. C. 1st, 1lb. Colours.—Red and White.

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Station No. 57.—Aplichau.—L. Browne, V. R. C. 1st

KING EDWARD HOTEL.

THE NEW BUILDING.

ANOTHER FIRST-CLASS CARAVANSARI.

Hongkong, for some time past, has seen the erection of some magnificent buildings, which will compare with any in the world, and the latest is the King Edward Hotel. It is certain that the proprietors of the King Edward have no fears as to the decadence of Hongkong, for the best testimony of their belief in the Colony's future and their view that the steady growth of Hongkong as a business centre and the growing importance of the city as a place where visitors abound, is made evident in the great hotel which has just been erected and will be formally opened in Christmas week. There are a few excellent hotels in Hongkong, chief among which is the hotel that takes its name after the Colony—the Hongkong Hotel—known by travellers all over the world. But as everybody knows there is plenty of room in Hongkong for another first-class hotel, and in that man's will stand the new King Edward. The present King Edward Hotel, whose admirable appointments and quietude have ever attracted a very large number of the people of Victoria, has grown somewhat cramped of late years. It had no public bar, for instance, where soldiers and sailors might congregate, after the New Victoria had been converted into a bank, and it was a matter of deep disappointment to the proprietors that they could not meet the wishes of all their patrons. Then again, when the tourist season was at its height, numbers of those who desired accommodation had reluctantly to turn away because every room was engaged. For these and other reasons it was decided to build a new hotel, which should equal the best existing in Hongkong at the present time. It must be remembered that the proprietors are not by any means new to the business of hotel management. They have successfully "run" most, if not all, of the big hotels in the Colony. So, when it was finally determined to embark on the enterprise of having another first-class "caravansari," they entered into the scheme with spirit, and the result is seen to-day in the beautiful structure at the corner of Ice House Street and Des Voeux Road. There are a few fine buildings in the East, but not many finer than which we are now describing. And whatever has been proved to suit a hotel is to be found in the interior of the King Edward.

THE PRESENT BUILDING.

It should be stated that although the proprietors have entered their new premises, they have not discarded the old building except in so far as the front portion facing Des Voeux Road is concerned. What is at present known as the billiard room, the Hongkong residents' bar and the office will be converted into offices for the Taiwan Bank. The remainder of the building will be retained as part of the King Edward Hotel, but it will only be in the nature of an annex, and a variety of alterations will be made. The present dining-room becomes the public bar, where all and sundry may congregate. Those who know the fine proportions of this apartment will readily understand that it will make an ideal public bar. The entrance will be from Ice House Street, a gay door being built in the centre of the Ice House Street facade. The bedrooms above will remain as before, but certain improvements will probably be made in their appointments, although so far they have proved quite satisfactory.

THE NEW STRUCTURE.

Turning to the new structure, it is difficult to define the character of the design it follows, but the main point is that the first and foremost object of the architect has been to erect a spacious, comfortable and up-to-date hotel, without forgetting to give it that ornate appearance which belongs to the style of building in the immediate vicinity. They have succeeded so well that he must be an extremely short-sighted individual or absent-minded beggar who fails to perceive in the rejuvenated King Edward a notable architectural feature in Hongkong.

On the ground floor, as one enters from the Des Voeux Road side, there is the billiard room and residents' bar—a roomy, airy and altogether sprightly apartment, which will contain three billiard tables, settees and so forth, besides the bar. It is lighted by half a dozen great windows reaching almost from the floor to the ceiling, while at night it will be illuminated by a flood of electric light. There are five electric fans of the latest pattern. The bar counter and fire-places are of stately appearance. The wood work of the Hotel throughout is of teak, both polished and otherwise, and taken altogether this first glimpse at the interior fittings gives some idea of the character of the Hotel as a whole. The ceiling is worked out in a chaste pattern. Leading out of the bar and billiard room, are the lavatories which are constructed in first-class style and fitted with the latest devices in sanitary arrangements.

THE MAIN ENTRANCE.

The main entrance for visitors to the Hotel is at the corner of Ice House Street and Des Voeux Road. Here is the office, a wide and spacious area which has the appointments of a luxurious waiting-room, being fitted with lounges, tables covered with magazines and newspapers. There is a sufficiency of electric lights, and electric fan. There is also a reading room, where the visitor may obtain whatever refreshments he may desire, and leading from it is the public telephone chamber which is not required will be placed on stands, while the windows are both ample and large.

Altogether the King Edward Hotel is a splendid example of what can be done in Hongkong in the architectural and furnishing lines. Messrs. Leigh and Co., Ltd., suggested the arrangement of the fittings. There will be a special opening night which, it is intended, should prove a notable function on a most interesting occasion.

BANKRUPTCY.

A QUESTION OF SECURITY.

party, then the entrance is by another doorway, so that there need be no communication with the regular guests or diners. The pantry and side rooms adjoin the main dining-hall, so that the waiters have everything at hand. When the various items on the menu are brought from the kitchen, they will be placed on a long table with gas-heating attachments, so that food may be brought in hot and delicious, while in a second apartment the plates will be kept ready and the linen at hand. It may be added that these subsidiary rooms to the dining-hall, have the floors and walls tiled so that they can be maintained beautifully sweet and clean.

In the height of the season when the dining-halls are ablaze with electric lights of various hues, the guests cheerful and enjoying the good things set before them, the waiters prompt and bustling silently, and everybody in the highest spirits, the scene should be as bright and gay as anything to be witnessed in a great London restaurant, or let us say, to a great American friend, the wonderful Waldorf-Astoria.

SOME INNOVATIONS.

Some excellent innovations are introduced by the proprietors of the King Edward Hotel. On each floor, there will be a "boy" in constant attendance. Whatever is wanted at a moment's notice will be obtained by him. Indeed, that is one of the characteristics of the Hotel—prompt attention to the wishes and requirements of the guests; no bungling or lazy movements, but swift, willing, and cheerful service—a fact which should do much to extend the patronage of the Hotel, and one which all visitors to the East will appreciate. Again, on each floor, there is a speaking tube communicating with the office, and a telephone in connection with the Central Exchange. No need for a guest on the top floor or anywhere else in the building to clamber down the stairs or wait for the lift, in order to reach the office of the Hotel when he wants to telephone to a friend. The telephone is at his hand, "aye ready," which is in itself a convenience that will be highly appreciated by all travellers.

On the second floor will be found the guests' billiard room with a couple of tables in it. Comfortable settees line the walls; refreshments are at hand in the private bar, and at night a profusion of electric lights will illuminate the scene. The guests' billiard-room is in keeping with the rest of the Hotel, which is quite explanatory of its appearance. Adjoining it is the smoking room, where a man may sit and watch the stars from the verandas orcombe ready to read the evening newspaper while enjoying My Lady Nicotine. The reading room, furnished with all the newest magazines and papers, is next door. It is furnished with lounges and sofas and easy-chairs, so that any aspirant will find himself satisfied with the surroundings.

A STYLISH APARTMENT.

Further on there is a private dining-room which will accommodate 24 persons. It is a handsome and stylish apartment, away from the busy thoroughfare, Des Voeux Road is concerned. What is at present known as the billiard room, the Hongkong residents' bar and the office will be converted into offices for the Taiwan Bank. The remainder of the building will be retained as part of the King Edward Hotel, but it will only be in the nature of an annex, and a variety of alterations will be made. The present dining-room becomes the public bar, where all and sundry may congregate. Those who know the fine proportions of this apartment will readily understand that it will make an ideal public bar. The entrance will be from Ice House Street, a gay door being built in the centre of the Ice House Street facade. The bedrooms above will remain as before, but certain improvements will probably be made in their appointments, although so far they have proved quite satisfactory.

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BANKRUPTCY.

A QUESTION OF SECURITY.

7th inst.

This morning, before His Honour, Sir Francis Piggott, Chief Justice, presiding in Bankruptcy Jurisdiction, in the case of Choi Chung Lee, alias Choy Chung, ex parte Loi Tai Chan, Mr. F. B. L. Bowley, Crown Solicitor, appearing on behalf of creditors, applied for the discharge of the warrant issued by His Lordship last month. The debtor was now in police custody, in connection with certain charges of fraud in relation to his bankruptcy. Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, representing the debtor applied for an order from His Honour for the return of the £5,000 deposited as security for the debtor's appearance by Leung Nam Po.

His Honour observed that the public examination might be continued.

Had Mr. Wakeman any objection to the refunding of the security?

Mr. Wakeman, Official Receiver, said he had no objection to offer.

His Honour: You apply then, Mr. Goldring, for the discharge of the security?

Mr. Goldring: Yes, my Lord, that is my application in effect.

Mr. C. F. Dixon, of Mr. John Hastings' office, representing other creditors, suggested that the money should be held until the public examination was completed.

His Honour: But the security was only given for the due appearance of the debtor. The debtor was now in Government custody, and it is reported that the whaling fleet is going to be augmented by one or two steamers. Japanese have just ordered whalers to be built at Nylands Shipbuilding Yard, Christiania, and we expect that the competition between the different firms in this line will become even keener than it has been.

MR. DIXON: Suppose he is discharged at the Magistracy?

His Honour: Then you must watch the proceedings and apply again.

Mr. Dixon: He might be discharged to-morrow afternoon too late to make any application and run away out of the jurisdiction.

His Honour: Is he coming to the Criminal Sessions, or going to be dealt with by the Magistrate?

Mr. Bowley: He must first go before the Magistrate, my Lord.

Mr. Dixon: Yes, and he might be discharged by that Magistrate, my Lord.

His Honour: Yes, that is so, the Magistrate can discharge, or commit to the Sessions, but he has no power to convict. I can't discharge the security now. If he is committed to the criminal sessions then I can do so. I don't see why this security should be kept longer than necessary. Your public examination, if continued, Mr. Wakeman, won't touch upon the subject, about which he will be prosecuted?

Mr. Wakeman: That is my opinion.

His Honour: I should imagine the public examination will not deal at all further with the subject of the furniture; that matter is beyond us entirely, so that you will take such steps as you can to conclude the public examination. There is not very much left to examine him on now, I think?

Mr. Wakeman: I think not, my Lord.

His Honour: Well, run through the papers and see what more there is to examine him upon. The simplest course will be that the security stand until the conclusion of the further public examination, which you say will be concluded very shortly. Try to bring it off next Thursday, if you can. The warrant will therefore be discharged, and it is understood that the public examination will be concluded next Thursday.

Mr. Wakeman: I will do so, my Lord.

His Honour: Is that so?

Mr. Bowley: Yes, my Lord, the security was deposited on the 4th August last.

His Honour: Then, Mr. Wakeman, push on to get the examination concluded next Thursday, so that the security can be returned.

Mr. Wakeman: I will do so, my Lord.

NORWEGIAN SHIPPING.

1904-1905.

A RETROSPECT.

TRADE AND COMPETITION.

We have received from Messrs. Angard, Thorsen & Co., steamship agents, a comprehensive report on Norwegian shipping in the Far East for 1904-1905. This most interesting compilation is the work of Mr. Bjarne Angard, and from its pages we make the following extracts:

Owners having steamers in the Far East have had a lively time of it during the Russo-Japanese war, and can look back upon a prosperous year, bringing them good remuneration at a time when practically all other markets were at low ebb.

Most of the Norwegian steamers out here were employed in Japanese, Korean and Manchurian coasting trades between Japan and North China and between Hongkong and Formosa. Owing to that the Japanese regular lines, principally the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, who previously had had their own steamers running in these trades, had to place them at the disposal of the Japanese Government as transports. Besides this, the war brought renewed activity in all directions up North, the Mutsu Bisan Kaisha and Mitsu Bishi Goshi Kwashi for instance requiring a large number of steamers.

It is from the same source that our strongest competition will come. The Japanese have shown themselves to be admirable calculators, indefatigable and intelligent workers in the art of war, and their mercantile abilities are, if anything, superior to their martial qualities.

Now that the war has been brought to a successful issue, they will, with all that energy which has astounded the world, go in for peaceful acquisitions, and their steamers, so long bound transports, will one by one, dozen by dozen, be released and thrown into the market.

After speeches had been made by various leading members of the Chinese Community, including Messrs. Lim Kee Chuan, Foo Choo Choon, Oon Boon Tan, Lim Hua Ohian, etc., it was finally decided to appoint the following on the Board of Trustees:

Chairman—Mr. Leong Fee, Vice-Consul for China.

Vice-Chairman—Mr. Lim Hui Chiam.

Committee—Messrs. Cheah Tek Soon,

Oon Boon Tan,

Lim Kak Chuan,

Ooi Map Boon,

Ooi Kim Kheang,

Lim Teng Saeng,

Leong Lok Hing,

Ng Siah Wong,

Tew Soom Khang,

Poo Choo Choon,

Lean Swee Lee,

Goh Tak Chee.

SIAMISH CURRENCY.

PADDY CULTIVATOR THE BASIS OF PROSPERITY.

The Bangkok Times, of 23rd ult., writes:—We learn that the Straits dollar has taken a downward tendency again, so that the likelihood does not increase of a definite settlement taking place there in the immediate future, as the sterling price at which dollars will be sold to the public. As mentioned yesterday, it was not sought at present to enter into any partnership with the China Traders' Company, but to bring this application before the Court had been carried out.

There were three divisions in the resolution: the first provides for the increase in the partnership members; the second for the acquiring shares in other companies; and third a general power for the investment of the surplus funds in other companies, and the object was for the Union Insurance Society to acquire shares of the China Traders' Company, by which vast sums are saved by the companies in question, commands the attention of Norwegian owners and underwriters.

The insurance question ought, we think, also to be reconsidered, in view of the anticipated hard competition in the shipping line out here. Any change of system which would lead to a reduction in the present insurance premiums would help Norwegian steamers to retain what they have, and to get an increase of trade under the Norwegian flag. In this as in other directions a combination of the many small interests into one large common one, is much to be desired. A glance at the scale on page 7 gives names of the Norwegian owners having steamers trading out here will show our readers how split-up the Norwegian interests in reality are.

NORWEGIAN CONSULAR FEES.

Owing to that firms who had chartered Norwegian steamers on time charter declined to pay the consular fees, we have had the following clause inserted in our charters:

"Norwegian Consular fees including those payable at ship's port of registry amounting to 3 dros per net reg. ton per month to be paid by the charterer to owners' agents in monthly instalments," by which we have been able to refund owners leaving their steamers in our hands considerable sums of money.

ARBITRATION AND LAWSUITS.

As agents for the "Nordisk-Skibbrederforening," we have attended to several arbitrations and lawsuits concerning Norwegian steamers.

BUNKER COALS.

The price of bunkers has constantly risen owing to the lack of coal from Japan resulting from want of mineral and railway trucks and owing to the increased consumption during the war. We have, however, as agents for the "Steamship Owners' Co-operative Association" been able to secure bunker coal at lower prices than individual owners have had to pay.

The coal question has become of vaster importance than ever to the large fleet of vessels at present trading in the East, and as prices for Japanese coal are as high as \$12 at present, we may look forward to an increased import of Bengal coal, which it is hoped can be brought on the market here at about \$2 less per ton, or of Australian coal, of which latter large shipments have arrived. If Indian and Australian coal get hold of this market, we expect new trades to spring up, principally for vessels of larger type, between Calcutta-Singapore and Hongkong, and between Newcastle, New South Wales and the North.

Attempts are also being made to place

Bengal coal on the market; however, the great difficulty in getting miners to work the fields owing to the climate and to hygienic impediments may prove too great at present.

At the beginning of last autumn and winter, Cardiff coals were practically a drug on the market on account of the large influx, but these cargoes have now been worked off, and the market has just attained its normal aspect.

CHARTER PARTIES.

The charter parties at present in vogue out

in the East vary in their contents so materially that Norwegian owners in company with their competitors ought to effect a unification and to secure a standard form for the whole of East

THE SPICE OF LIFE.

A "HEINZ" LUNCH.

When this office received an invitation to pay a visit to St. George's Hall, City Hall, to-day, when a practical demonstration of the H. J. Heinz Company's Pure Food Products was to be given, with the object lesson of a "Heinz" lunch in addition, the representative of the *Hongkong Telegraph*, when assigned to "cover" the affair, was filled with misgiving as to what was before him, what scientific messes he was to be called upon to taste, and what dreary culinary details he was to listen to. But all these misgivings went up in the clouds when, on entering the Hall, he was greeted by Miss McLeod, a very bright and graceful young lady, and Mr. Heinz, who conducted him to a daintily-laid table, and then ordered the service of such a lunch as it had never fallen to him to partake of before, for delicacy of flavor, purity of ingredients, and nourishing in quality. Whilst discussing the lunch, of which the menu is given below, Miss McLeod, in clear tones, but modulated voice, passing from table to table, told the visitors of what each dish consisted, and how it was prepared. She informed us, from a class of tomato specially grown by the Company at Pittsburgh for the making of soups and sauces, and in the soup, the only other ingredient was cream of a richness that before so using was tested to give four pounds of butter from a gallon of milk—and it tasted like it! All these preparations are put up in specially made tins, so that, however long they may be kept, they never get that "tinny" flavor so often met with in ordinary tinned goods. "We make all our tins," said Miss McLeod, "so that we can can our goods immediately they are prepared up to the exactly proper point for canning—and we can," added this young lady with sly humour. Everything used by the Company for its supplies of pickles, preserves, and relishes is grown by them on their own grounds at Pittsburgh, with the exception only of olives which they obtain from Spain, and a few fruits, which grow better in the more salubrious climate of California. Their pickles would be hard to beat. For instance, for their pickled gherkins those vegetables are carefully watched for, and plucked when they are just three hours old, thus preserving all the delicacy of flavor in utilizing them, before they are enabled to grow coarse. Whole bands of watchers are engaged in this one branch of the work alone. Pickled or "Enriched" gherkins are another specialty; as one guest remarked, "I could eat the whole bottle and still call for more"—and that just about expressed the general opinion. It is claimed for these articles that they are so carefully prepared, with special vinegar, that even young children are entitled to eat and enjoy them to their great benefit, as they are extremely nourishing and digestible. Another specialty is their apple butter, which, by a peculiar process of their own, is, in effect, just the apple melted to the consistency of cream, with skin, core, and stalk removed. Put to obtain this consistency entails much labour, for the simmering apples must be stirred unceasingly for several days and nights, the work being performed by relays of young girls employed by the Company. This "butter" is largely taking the place of ordinary butter in the nurseries of England, South Africa, Australia, and the East, wherever these representatives of the Company have visited, as it has been found very wholesome and at the same time nourishing for children, who look upon it as a delicious preserve. Everything put up by the Heinz Company is packed carefully by hand, thus their bottles hold much more than bottles of other companies packed in the usual way, by cramming into them what appears to fill them, for in Heinz's bottles every atom of space is carefully taken advantage of, and the goods with the aid of stick packed so symmetrically that not smallest space is wasted, the consumer thus getting to the full what he pays for. Miss McLeod, in showing some evaporated horse-radish, another of their specialties, which, being pulverized, is prepared just like mustard, with a little water, and nothing else, for table use, told a very amusing story about some motor-men who were advised never to go out without a bottle of their horse-radish, as if their machines broke down they would always have at least 450 bottled "horse" power to help them along.

The lunch was a great success in every way, and should go far to introduce more largely the Company's goods to the public of Hongkong; and, perhaps, we may be permitted to say that Miss McLeod's pleasing personality and graceful demeanour, as well as Mr. Heinz's geniality added considerably to the pleasurable interest of the hour.

These representatives of the Company are entertaining the ladies of the Colony this afternoon, in St. George's Hall, and again at the Peak Hotel, to-morrow, and leave on Monday next for a three months' tour in India. Undoubtedly success must follow them, and we wish them well.

MENU.

Heinz Luncheon.

Stuffed Olives Sweet Midgets

Heinz Cream of Tomato Soup

Tomato Chutney

Baked Beans with Tomato Sauce

India Relish

Mince Pie

Cherry Ice

Apple Butter Crackers

ARRIVAL OF THE GRIFFINS

FOR THE FORTHCOMING RACES.
A PINK BATCH OF PONIES.

"The longest day has an end." For some weeks past Hongkong sportsmen have grown anxious as to the arrival of the subscription griffins for the coming races. Many rumours were current to the effect that there was a scarcity of ponies in North China and it was feared that the Shanghai Horse Bazaar might not be able to meet the order from Hongkong, and should they be able to get the required number of griffins, the animals would not be up to the standard. There were doubts also as to whether the ponies would be able to pass the lime test. Quite a few alluded to the price of the ponies and we believe, from this and other rumours they concluded that the races would be held very late this season, or if sufficient ponies could not be had the race carnival would have unavoidably to be abandoned. These rumours fell through when a *Telegraph* representative interviewed Mr. T. F. Hough, the clerk of the course, on the subject, when the genial race official stated that the ponies would be here as early as possible.

From inquiries made we learned that thirteen subscription griffins—the first batch for Hongkong this season—had been despatched by the Indo-Chinan Steam Navigation Co.'s s.s. *Choy Sang* on Monday and that they were due to arrive here yesterday morning. The steamer did not reach port until this morning, having been delayed at Swatow.

In the forenoon the Hongkong Jockey Club issued the following *Express*:

"Thirteen subscription griffins having arrived from Shanghai per steamer *Choy Sang*, members are notified that same will draw for Kennedy's Repository to-day, Saturday, 9th December, at 4 p.m."

ON BOARD THE "CHOY SANG."

No sooner the telephonic message reached this office that the vessel was moored alongside Jardine's wharf at West Point, a *Hongkong Telegraph* representative boarded the vessel and soon saw the obliging second officer of the boat.

"What was the cause of your delay at Swatow?" asked the newspaperman.

"We were delayed about twenty-four hours on account of a very dense fog which came up on the evening of the 6th and lasted until the morning of the 7th while we were anchored off the Lammicks, outside Swatow. Very unusual weather for this time of the year."

Our representative then had a look around and found fifteen ponies in boxes quartered in the fore part of the ship, all appearing in good condition, and from a glance it could be ascertained that they were a batch of fine animals.

"Thirteen of these," remarked the chief officer who was supervising the discharge, and pointing to the ponies, "are from Thailand for Jardine's."

"How did the ponies fare on the way down?"

"Very well. You see we had a very good trip and they were eating nearly all the time. These griffins, I understand, are part of the 180 ponies the *Wai Shing* brought down to Shanghai from Tientsin."

At the fore part of the ship there was a scene of great activity. Coolies standing on the tops of horse boxes adjusting ropes with the noisy steam winch at work raising the horses in their boxes, while a band of coolies on the quay held on to a stout guide rope which was fixed on to each horse-box and in this way got the box over the side of the ship and on to the wharf.

"What do you think of the griffins?" asked the reporter of a racing man who was standing near by.

"None of your piebalds, (qualified by a rather forceful adjective), skewbalds and spotted, this time," remarked the gentleman.

"They're the best batch I've seen for a long while, and if the others to arrive are like these I think we are lucky."

By noon the last pony was over the side and on to the pier and some minutes later the fifteen "gg's" were being marched eastwards en route to the Hongkong Horse Repository.

In our opinion the best and fastest pony of the lot, No. 6, sustained one or two nasty bruises during the voyage, but this will be healed before long. Our attention was also directed to pony No. 12, a well-built and strong looking animal. He is the tallest griffin of the bunch, and could we rely on appearances; there is not the slightest doubt that he will make a good'un when in proper trim.

THE DRAWING.

This afternoon in the compound of the Hongkong Horse Repository the drawing of the griffins which arrived this morning took place. There was a very scanty attendance, when it commenced. Following are the results:

Pony No. 1.—Drawn for Mr. A. Babington.

A rather light pony. At a glance there are signs of having been trained before. He landed here slightly lame in the shoulder.

No. 2.—Drawn for Sir Paul Chater.

An iron-grey pony. Probably the handsomest of the bunch and in addition a powerful one. Supposing he does not turn out a racing pony he could command a good figure as a hack or polo.

No. 3.—Drawn for Mr. G. C. Moxon.

A gray and pretty pony. Very neat looking. Possesses a nice head and strong joint.

No. 4.—Drawn for H. E. the Governor.

A very handsome-looking chestnut pony. The only fault we can find at present is his colour. He presents a rare stamp and looks like galloping.

No. 5.—Drawn for Mr. J. W. Bolles. A very big, upstanding pony. Powerful looking and as he is at present unclipped one cannot see his points.

No. 6.—Drawn for Mr. J. A. Jupp.

A very nice quick-looking grey pony. He has one disadvantage and that is he possesses a sore back. This was noticed on arrival at Kennedy, Stables by the manager who washed it and treated it antiseptically. This will prevent him being ridden for about a fortnight.

No. 7.—Drawn for Mr. A. Heimer.

A liver-coloured chestnut with a white star. This pony is on the small side but looks an honest one.

No. 8.—Drawn for Mr. W. A. Crackshank.

A dark chestnut. Very good looking. Possesses a long sloping quarter, slightly roached in the back, and shows a rather straight shoulder.

No. 9.—Drawn for Mr. Craig.

A very pretty and neat-looking grey pony. Chestnut, a nice head and strong joint.

No. 10.—Drawn for Capt. Arbuthnot-Leslie, A.D.C.

A bay, fat, and heavy-looking pony. He requires a great deal of work to get him ready for the race meetings.

No. 11.—Drawn for Hon. Mr. C. W. Dickson.

A grey pony. A big powerful one, with hocks well let down, a little loaded in the shoulder but well rigged up.

No. 12.—Drawn for Mr. D. Dobree.

A grey pony. A big powerful one, with hocks well let down, a little loaded in the shoulder but well rigged up.

A big black pony. Very poor looking and rough in condition. Considering that this pony has done his time to his present state, it shows a sign of good improvement.

No. 13.—Drawn for Mr. D. Macdonald, of Messrs. Butterfield and Swire.

Another black pony with a white star. A strong looking pony.

ALLIED SHOCKING SUICIDE.

CAPT. J. T. SMITH OF THE "SIBERIA" FOUND DEAD IN HIS CABIN.

The 7th inst.

The community of Hongkong was considerably startled this morning when the news leaked out that a prominent and well-known master mariner had committed suicide in the harbour some time last night. From inquiries made this morning we learned that between 6.30 p.m. and 7 a.m. today, on entering the cabin of Captain J. T. Smith, of the s.s. *Siberia*, which vessel arrived from Singapore yesterday, the master lying on his bed with his throat cut and the head lying on blood-saturated pillows. An alarm was at once raised, the chief officer called, but the captain was quite dead, and the body nearly cold. A blood stained razor was found by the side of the corpse. The police signal was at once hoisted and the *Water Police*, boarding the *Siberia*, took charge of the body, which they removed to the mortuary, where a medical examination was held, this afternoon, and also took charge of the captain's room.

There can at present be little doubt that it is a case of determined suicide, as we learn that during the whole voyage out Captain Smith was reported to be very depressed, and was understood to be worried over domestic troubles.

Captain James Tremayne Smith was highly thought of by the Pacific Mail Steamship Co., in whose service he had been employed for a period of over twenty years, serving with great satisfaction to his owners, and rendering himself very popular with the thousands of passengers who had travelled with him, as well as with a host of other friends ashore, by all of whom his tragic death is deeply regretted.

Captain Smith leaves a young daughter in San Francisco to mourn his loss, he having recently divorced his wife. A significant circumstance in connection with this melancholy affair is that the deceased, while in Wusung on the 20th ult., made and executed his will leaving all his property entirely to his daughter.

A SALVAGE CLAIM.

THE LATE CAPT. YI-HIAR'S SUCCESSFUL SUITE.

The Manila *Cablenews*, of 5th inst., says:

The Supreme Court rendered a decision yesterday in the suit of Antonio Yihiar vs. Millat, Marti and Mitjans. The steamer *Don Juan* owned by defendants, while en route from Hongkong to Manila, caught fire when 30 miles from the coast of Luzon. The news having been communicated to Manila, the steamer *San Antonio*, commanded by Captain Yihiar, plaintiff in the present case, came to the rescue of the burning ship and towed same to this port, saving the lives of 100 passengers and valuable merchandise. Upon arrival at Manila it was found that part of the salved vessel's cargo consisted of Mexican silver, the importation of which was then prohibited and the money was seized and turned into the treasury. Defendants refusing to settle for the services rendered by Captain Yihiar, suit for the recovery of costs of salvage, in the sum of \$4,545 pesos, incurred by cost of coal, salary and board, etc. of the salvaging crew, was instituted, and the possession of the Mexican coin, as the most valuable part of the cargo, was made the object of the litigation. Defendants brought a counterclaim for 50,000 pesos, alleged to be the difference between the amount of silver invoiced at Hongkong 120,000 pesos and the sum found on board upon the vessel's arrival in Manila, the missing money, according to defendants, having been stolen by Captain Yihiar.

The Supreme Court yesterday disallowed this counterclaim, holding that there was no evidence to support the allegation of theft. As to the claim of plaintiff for costs of salvage, in the sum of 4,545 pesos, incurred by cost of coal, salary and board, etc. of the salvaging crew, the Supreme Court reversed the judgment of the lower court in favour of plaintiff but found the latter entitled to one-third of the 70,000 pesos now deposited in the treasury, as fees of salvage.

Fate, however, has not willed that plaintiff should live to enjoy this Mexican prosperity. Captain Yihiar soon after the salvaging of the *Don Juan*, took command of the *Zegaspis*, which was lost in March of this year, between Hongkong and Manila, in the same waters to which he had proceeded, eight months previously, to the assistance of the burning *Don Juan*.

CANTON NOTES.

THE JAPANESE MURDERER'S TRIAL.

[From Our Correspondent.]

Canton, 5th December.

The investigation into the circumstances attending the dastardly murder of Professor Kado, who occupied the chair of Medicine in the Whampoa Military College, has been taken out of Chinese hands and handed over to the jurisdiction of the Japanese. The alleged murderer Chuk Sui Cheong, who is also Japanese, was detained in prison until the arrival of a Japanese officer, who came from the Amoy Consulate to escort the prisoner to Nagasaki where the case will be tried.

The Japanese official arrived yesterday and the accused was taken down to Hongkong en route to Japan by this morning's steamer.

No. 3.—Drawn for Mr. G. C. Moxon.

A gray and pretty pony. Very neat looking. Possesses a nice head and strong joint.

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The London quotation has receded to £100. Nationals are unchanged.

Marine Insurances.—Cantons are still offering at \$150. Usuals have declined to \$140, while China Traders have improved to \$16, but shares are procurable at this rate.

Fire Insurances.—Hongkong, Fins, have weakened and may be obtained at \$330. China Fire has slightly advanced and are quoted at \$35.

LEAVES OF LIBERATION ON PRIVATE AFFAIRS TO THE NEIGHBOURING COUNTRIES HAS BEEN GRANTED TO

CAPTAIN J. T. SMITH OF THE "SIBERIA" FROM 15TH TO 24TH INST.

SHIPPING.—Further news of Hongkong, Canton and Macao Steamboats have taken place at \$35. Indo-Chinas are in the market at \$34. Steel Transports are slightly easier with sellers at \$25. There is no change in the rates of freight.

RAUB AUSTRALIAN GOLD MINING.

SHIPPING.—China Sugars have dropped to £120 and are to be had at this price. Luxurys can be procured at \$26. Perak Sugars have

been placed and are inquire for at £16.50.

Mining.—Chinese Enginings are on offer at £18.70.

Raubs are steady at \$31.

Private advices of the *Siberia* state that the crushing

process is now completed and 692 ounces smelted gold from 5,080 tons of stone.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled weak and have been disposed of at £164, £163 and £163.

Langkau Wharves have improved to £108. Hongkong Wharves have improved and are wanted at £108. Hongkong Wharves have further risen, but close with sellers at £108.

RAUB AUSTRALIAN GOLD MINING.

<div data-bbox="387 406 524 419" data-label="Text

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5028

三月一十一十三號

SATURDAY, DECEMBER 9, 1905.

大英報 聖九月二十英港

£10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$100,000
Sterling Reserve..... \$100,000
Silver Reserve..... \$5,000,000
RESERVE LIABILITY OF PROP. TOS..... \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUFF, Esq., Deputy Chairman.
Hon. G. W. Dickson, F. Salinger, Esq.
E. Goetz, Esq.
C. R. Lenmans, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
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MANAGER
Shanghai—H. E. R. HUNTER,
MANAGER
LONDON BANKERS—LONDON AND COUNT
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 16th November, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL..... Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Peking
Tientsin Tsingtau Tsinan Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Sachhandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft

Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.
M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg
Sal Oppenheim Jr. & Co., Koen.

Bayrische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager,
Hongkong, 9th September, 1905. [24]

Intimations.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1884.

CAPITAL SUBSCRIBED..... Yen 24,000,000
CAPITAL PAID-UP..... 18,000,000
CAPITAL UNCALLED..... 6,000,000
RESERVE FUND..... 9,040,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.

LYONS. NEWCHWANG.

SAN FRANCISCO. MUKDEN.

BOMBAY. PORT ARTHUR.

TIENTSIN. CHEFOO.

PEKING. DALNY.

KOBE. TIE-LING.

LONDON. OSAKA.

NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 25th September, 1905. [30]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £800,000

RESERVE LIABILITY OF SHARE
HOLDERS..... £800,000

RESERVE FUND..... £875,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of a per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 6 " 31 "

3 " 3 " 28 "

T. P. COCHRANE
Manager.

Hongkong, 18th May, 1905. [24]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED..... GOLD \$10,000,000

CAPITAL PAID UP..... GOLD \$ 3,350,000

RESERVE FUND..... GOLD \$ 3,350,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,

receives Money in Current Account and ac-
cepts Fixed Deposits at the following rates—

For 12 months, 4½ per cent. per annum.

6 " 4 " "

3 " 3 " "

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905. [31]

Intimations.

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—44, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Makidaira, Kure, Shimonesaki, Moto, Wakamatsu,
Karatsu, Nagasaki, Kuchintan, Sasebo, Mikie, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways. Principal Railway Companies and Industrial Works. Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokkaido, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshiro, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

**THE MUTUAL STORES,
GENERAL STOREKEEPERS.**

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [948]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Underwriters AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at

CURRENT RATES..... SIEMSEN & CO.,
Hongkong, 20th May, 1905. [948]

WM. PARLANE,
Manager.

Hongkong, 2nd June, 1905. [948]

COLD STORAGE.

THE HONGKONG ICE COMPANY
LTD. have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
General Manager.

Hongkong, 2nd June, 1905. [948]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
YOKOHAMA VIA SHANGHAI] PALAWAN Dec. 12th, Freight, and
and KOBE A. F. Street Noon Passage.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, CO- PALERMO Dec. 15th, Freight only.
LOMBO, PORT SAID, MAR- E. G. Andrews P.M.

SEILLES and BARCELONA] DELTA About 16th December, Freight and
C. H. Daniel Noon Passage.

LONDON, &c. SIMLA C. D. Goldsmith, R.N.R. See Special
C. D. Goldsmith, R.N.R. Dec. 16th, Noon Advertisements.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

OF

BRASS CURBS, FENDERS, BRASSES, FIRE

IRONS & DOGS, COAL VASES.

RIPPINGILLE'S OIL HEATING STOVES.

SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.

KENT'S CELEBRATED BRUSHES.

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.

Hongkong, 30th October, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT Per Tin of 50 \$1.75

Shipping Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,358	G. F. Morrison, R.M.
"FATSHAN"	2,260	R. D. Thomas.
"HANKOW"	3,073	O. V. Lloyd.
"KINSHAN"	1,995	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain W. A. Valentine.
"NANNING"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Matinio, Kunchink, Kau-Kong, Samshui, Howki, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hao, Tak-Hing, Doshing and Fong-Chuan. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

Canton to Samshui.....Single \$7.50.

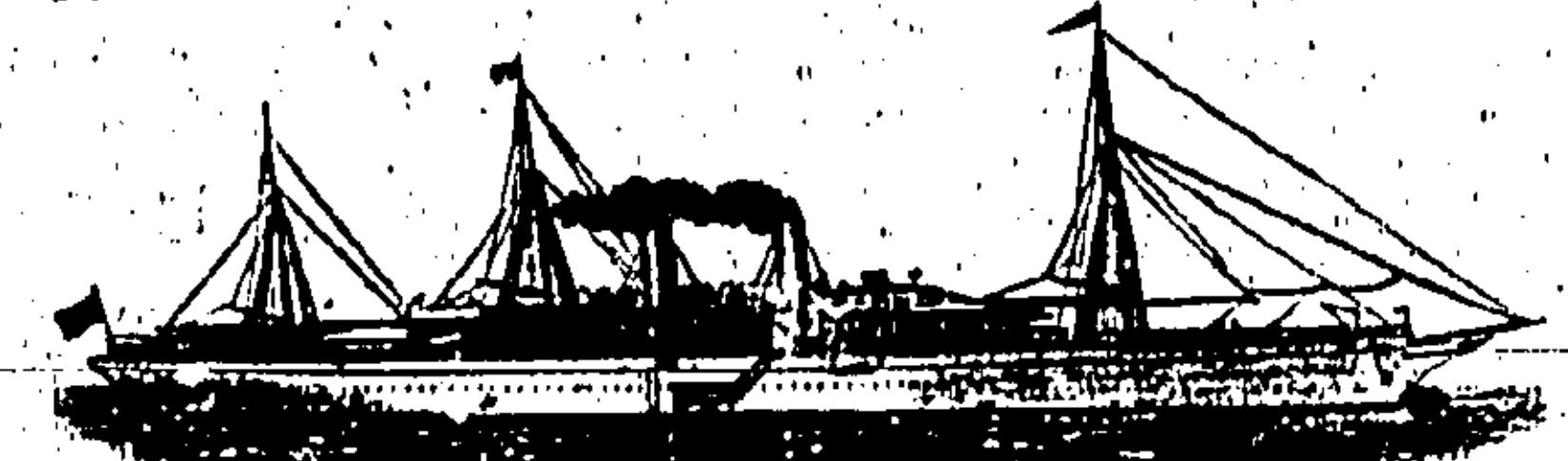
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line," Saving 3 to 7 Days Ocean Trial.

18 Days YOKOHAMA TO VANCOUVER. 31 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).			
R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, Dec. 13...	Jan. 3
"EMPEROR OF CHINA"	6,000	WEDNESDAY, Jan. 10...	Jan. 31
"ATHENIAN"	1,440	WEDNESDAY, Jan. 24...	Feb. 17
"EMPEROR OF INDIA"	6,000	WEDNESDAY, Feb. 7...	Feb. 28
"TARTAR"	4,455	WEDNESDAY, Feb. 21...	Mar. 17

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence &c. \$118 New York £62.

Hongkong to London, Intermediate or Steamer, and 1st Class Rail £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 29th November, 1905. Corner Pedder Street and Praya, opposite Blake Pier.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTINE, BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SITTONIA	HAVRE, BREMEN and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	22nd Dec.	Freight.
H. Brehmer.			
AMERIA	HAVRE and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	10th Jan.	Freight.
Wulnenberg			
BRISGAVIA	HAVRE and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	24th Jan.	Freight.
Russ			
RHENANIA	HAVRE and HAMBURG. (Calling at S'Pore, PENANG & COLOMBO.)	7th Feb.	Freight and Passengers.
Fork			
NUBIA	NEW YORK VIA SUEZ. (With liberty to call at the Malabar coast.)	About 15th Jan.	Freight.
Habs			

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin appointments. Lighted throughout by Electricity. Only qualified Doctors are carried.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICES.

Hongkong, 8th December, 1905.

D. NOMA, TATTOOER,
6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. Their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 recommendations which I have received from all sources.

Hongkong, 29th November, 1905.

[11]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA and BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ HEINRICH.....WEDNESDAY, 26th December.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 3rd January, 1906.

GNEISENAU.....WEDNESDAY, 17th January.

ROON.....WEDNESDAY, 31st January.

PREDOSSEN.....WEDNESDAY, 14th February.

ZIETEN.....WEDNESDAY, 14th March.

PRINZESS ALICE.....WEDNESDAY, 28th March.

BAYERIN.....WEDNESDAY, 11th April.

PRINZ REGENT LUFTPOLD.....WEDNESDAY, 25th April.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 9th May.

SACHSEN.....WEDNESDAY, 23rd May.

PRINZ HEINRICH.....WEDNESDAY, 6th June.

PREUSSEN.....WEDNESDAY, 20th June.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet. Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

ON WEDNESDAY, the 26th day of December, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th December.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet. Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Obensauer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMERS.

SAILING DATES.

WILLEHAD.....6/62.....TUESDAY, 12th December.

PRINZ WALDEMAR.....3/12.....TUESDAY, 9th January.

PRINZ SIGISMUND.....3/30.....TUESDAY, 6th February.

Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th December, 1905.

[12]

Intimation.

**POWELL'S
GRAND
X'MAS BAZAAR
NOW OPEN.**

Thousands of
TOYS, GAMES, ETC.

DOLLS,

75 cts. to \$28.50 each.

Rubber Dolls, Rag Dolls, Woollen
Dolls, Squeaking Dolls, Dressed
Dolls, Undressed Dolls, Talking
Dolls, and Walking Dolls.

ANIMALS GALORE.

Monkeys, Gorillas, Tigers, Leopards, Panthers, Bears, Wolves, Foxes, Lions, Hippopotami, Rhinoceros, Camels, Dromedaries, Bulldogs, Terriers, Dogs with long tails, Dogs with short tails, Cats, Beavers, Elephants, Squires, &c., &c.

TOYS

Every conceivable kind of Toy
procurable.

A Splendid Selection.

from 20 cents to \$50 each.

**CRICKET SETS.
ROCKING HORSES.
HOBBY HORSES.
MAIL CARTS.**

**DOLLS'
PERAMBULATORS.
DOLLS' HOUSES.
DOLLS' TEA SETS.
DOLLS'
FURNITURE.**

All the Newest
GAMES,

60 cents to \$2.50 each.

Pit, Kick, Hooker Ball, Get-a-head, Cokernut Throwing, Annihilation, Table Croquet, The Rescue, The Bubbler, Union Jack, Jump a little Nag Tail, Stock Exchange, Blockade Runners, British Empire, Trip to the Continent, Railway Race, &c., &c.

Creating
Roars of Laughter.

**CHRISTMAS TREE
ORNAMENTS**

Innumerable.

**LUCKY TUBS containing
Toys for Children's Parties.**

Ladies and Gentlemen are cordially invited to bring the Children in to spend half an hour in

**POWELL'S
BAZAAR**

Hongkong, 9th December, 1905. [1]

Intimations.

THE BRIGHT SIDE
of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to ill-health. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss, and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION
have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anæmia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh—L. R. C. P., London—Physician Woman's Hospital—Professor University of Bishop College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

**A. CHAZALON
& CO.**

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [198]

HOME-GOING SOLDIERS.

BOOKS, MAGAZINES, etc., for the use of SOLDIERS and their FAMILIES returning home by the transport "DUNERA" will be gladly received by the Chaplain. Address: Room 3, Top Floor, Alexandra Buildings, or a Post Card will ensure their being sent for.

Hongkong, 8th December, 1905. [1221]

DANCING LESSONS.

M. R. J. H. PIDGEON begs to inform the general public that he is now prepared to accept pupils for individual or class tuition.

TERMS MODERATE.

For further particulars, apply to—

J. H. PIDGEON,
No. 11, Caine Road.
Hongkong, 1st December, 1905. [1182]

"NOTHING BETTER."

M. CLAREN'S CREAM CHEESE not merely "A Better" Cheese, but a "Perfect Cheese."

To be had in air tight tins to preserve its freshness and good flavour.

Special rates in Hotels, Clubs, Boarding-houses, Messes, and wholesale dealers.

H. RUTTONEE,
Sole Agents for China.
Hongkong, 7th December, 1905. [158]

WITHDRAWN FROM SALE AT £35,000.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 10 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 10 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 10 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 10 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 10 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 10 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.00 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

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3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30

Intimations.

1000

E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - \$16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

[32]

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

For Case of 4 Dozen Quarts.

\$10.50

For Case of 8 Dozen Pints.

MARRIAGE.

On the 10th Nov., at Bombay, **Hannah Grayhurst Pearson**, Barrister-at-Law [Calcutta], second son of the Right Hon. Sir Charles Pearson, Edinburgh, to **ANNE ERASME**, third daughter of the late E. Riske-Scott, Esq., of Linburn, Willesden, Middlesex.

DEATH.

At Sea, between Cebu and Colombo, on the P. and O. s.s. "Sardinia," on the 10th November, **EDWARD FREDRICK GROUSE**, I.C.S., late Commissioner of Orissa, in his 60th year.

LOCAL AND GENERAL.

Messrs. D. Sassoon and Co., J.d., have sent us a calendar for 1906 from the Norwich Union Fire Insurance Co., of which they are the local agents.

Dr. F. O. Suddman, M.D., has been appointed a member of the Medical Board and to serve as secretary of the Board in place of Dr. Alexander Rennie, M.B., resigned.

BUSINESS is said to be flourishing in Cebu, and the rebuilding of the city along the improved street lines and regulations laid down by the Commission soon after the fire that swept the city a year ago, is progressing rapidly.

CHINESE EXCLUSION.

As might have been expected, some definite pronouncement was certain to be made by President Roosevelt, at the opening of the United States Congress the other day, on the subject of the exclusion of Chinese from America in reference to the boycott. He referred to "the strong army that defends India" as being the only guarantee of security for the development and happiness of India.

The *Japan Daily Mail* says that some 3,000 horses and cattle released by the Russians in South Saghalien are wandering over the country without shelter and cannot hope to survive this winter. The Japanese authorities are making strenuous efforts to save some of them, and it is hoped that about one-third of them will be preserved.

PROGRAMME of music to be performed by the Band of the 129th Baluchis on the New Parade Ground, on Monday next, from 4 to 5.30 p.m.—Overture Le Flutiste Adolph Adam Masurka "Rose Blanches" Ph. Fahrbach, Jr. Song "The Everlasting Day" Prod. Nevan Selection "Geneviève de Brabant" Olbricht-Yale Halfnai Tausa "Our Petra" Fantasy "A Pastoral Scene" J. Old Home God save the King.

An artistic wall calendar, with a perfectly finished chrome picture of a lady, is the latest in the advertising line that has reached this office. The calendar, which is for next year, is issued by the Law Union and Crown Inc. Co. founded in 1825 and whose local agents are Messrs. Shewan, Tomes and Co. The Law Union has funds in hand exceeding £5,000,000, and its annual income exceeds £900,000 sterling.

It is reported that the Central Government at Peking is discussing the advisability of ordering the suspension of the copper money mints in the various provinces under the Viceroy and Governors; the striking of the copper ten cent pieces to be done only in three places, viz., Peking, Tientsin and Shanghai, all under control of the Board of Revenue. It is, perhaps, unnecessary to state that such a measure will be met by strenuous opposition on the part of the officials of the present provincial mints.

The *S.F. Press*, of 2nd inst., says: The Russian battleship *Tsarevitch* returned to the Roads this morning from Tanjong Pagar where she went to coal. It is stated that there is some discontent amongst the crew regarding the salt meat supplied them. The men allege it to be unfit for human consumption, and yesterday a couple of petty officers went to the Port Health Office and asked that the Health Officer examine it. They were told he could not do this and advised them to go to a private doctor, and this is stated to have been done.

We are requested to state that on Sunday special missionary sermons will be preached in the naval and military church, Wanchai, in the morning the preacher will be the Rev. S. G. Tope from Canton and in the evening Mr. Bone. On Monday a missionary tea will be provided at six o'clock after which the annual meeting will be held. Mrs. Macdonald of Wuchow, Kwangsi, will tell the story of the medical work in Wuchow, and Mr. Tope will speak on Mission work in the Kwangtung Province. Mr. G. E. Woodward has kindly consented to preside.

The *Straits Times*, of 30th ult., says:—The s.s. *Lai Sang*, Capt. Lake, cleared at noon yesterday for Hongkong with about 600 Chinese passengers. Early this morning she returned to the roads and reported that she had put back owing to smoke having been discovered issuing from the hold. It is supposed that the cargo is on fire. Later in the day she signalled for lighters and a steam launch to come alongside. Later we learn that a slight fire broke out in the No. 4 hold, but was got under without difficulty. Some cargo in the hold has been damaged by water.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th ult., as certified by the managers of the respective Banks, are published in the *Gazette*:

	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,.....	\$3,644,586	\$2,300,000
Hongkong and Shang- hai Banking Cor- poration,.....	13,723,957	9,000,000
National Bank of China, Limited,.....	68,015	40,000
Total,.....	\$17,456,558	\$1,340,000

THE annual bazaar and sale of work of the Asile de la Sis Enfance will be held in the Convent, Wanchai, from Monday, the 11th to Saturday, the 16th inst. The articles on sale will include beautiful hand-embroidered blouses, some fine laces, etc., etc., and French dolls. The Rev. Superioress informs us that, through the courtesy of Mr. Gray Scott, the general manager of the Hongkong Electric Co., trains will stop at the Convent door for the convenience of patrons. The five-cent first class fare from Post Office to Arsenal Street will be extended, during the Bazaar week, to the French Convent. Considering the admirable work which is carried on in this excellent institution, there is every hope that the educated class of Chinese will have their righteous grievance removed and labour no longer under the invidious disabilities to which they were unjustly subjected.

ARRIVAL OF THE GRIFFINS.

FOR THE FORTHCOMING RACES.

A FINE BATCH OF PONIES.

"The longest day has an end." For some weeks past Hongkong sportsmen have grown anxious as to the arrival of the subscription griffins for the coming races. Many rumours were current to the effect that there was a scarcity of ponies in North China and it was feared that the Shanghai Horse Bazaar might not be able to meet the order from Hongkong, and should they be able to get the required number of griffins, the animals would not be up to the standard. There were doubts also as to whether the ponies would be able to pass the time test. Quite a few alluded to the price of the ponies and we believe from this and other rumours they concluded that the races would be held very late this season, or if sufficient ponies could not be had the race carnival would have unavoidably to be abandoned. These rumours fell through when a *Telegraph* representative interviewed Mr. T. F. Hough, the clerk of the course, on the subject; when the genial race official stated that the ponies would be here six long. A few days after our sporting contributor, "The Riding Boy," wrote that a batch of ponies was about to leave Shanghai for this port. Nothing further had been heard since until, on Tuesday morning last, we were given to understand that Mr. T. F. Hough, the Clerk of the Course, had received a telegram from the Northern port confirming the above report.

From inquiries made we learned that thirteen subscription griffins—the first batch for Hongkong this season—had been despatched by the Indo-China Steam Navigation Co.'s s.s. *Choy Sang* on Monday and that they were due to arrive here yesterday morning. The steamer did not reach port until this morning, having been delayed at Swatow.

In the forenoon the Hongkong Jockey Club issued the following *Express*:

"Thirteen subscription griffins having arrived from Shanghai per steamer *Choy Sang*, members are notified that same will be drawn for at Kennedy's Repository today, Saturday, 9th December, at 4 p.m."

ON BOARD THE "CHOY SANG."

No sooner the telegraphic message reached this office that the vessel was moored alongside Jardine's wharf at West Point, a *Hongkong Telegraph* representative boarded the vessel and soon saw the obliging second officer of the boat.

"What was the cause of your delay at Swatow?" asked the newsmen.

"We were delayed about twenty-four hours

on account of a very dense fog which came up on the evening of the 6th and lasted until the morning of the 7th while we were anchored off the Lammaoos, outside Swatow. Very unusual weather for this time of the year."

Our representative then had a look around and found fifteen ponies in boxes quartered in the fore part of the ship, all appearing in good condition, and from a glance it could be ascertained that they were a batch of fine animals.

"Thirteen of these," remarked the chief officer who was supervising the discharge, and pointing to the ponies, "are from Tientsin for Jardine's."

"How did the ponies fare on the way down?"

"Very well. You see we had a very good trip and they were eating nearly all the time.

These griffins, I understand, are part of the ponies the *Wat Shing*, brought down to Shanghai from Tientsin."

At the fore part of the ship there was a scene of great activity. Coolies standing on the top of horse boxes adjusting ropes with the noisy steam which at work raising the horses in their boxes, while a band of coolies on the quay held on to a stout guide rope which was fixed on to each horse-box and in this way got the box over the side of the ship and on to the wharf.

"What do you think of the griffins?" asked the reporter of a racing man who was standing near by.

"None of your piebalds, (qualified by a rather forceful adjective), skewbalds and spotted, this time," remarked the gentleman.

They are the best batch I've seen for a long while, and if the others to arrive are like these I think we are lucky."

By noon the last pony was over the side and on to the pier and some minutes later the fifteen "grs." were being marched eastwards en route to the Hongkong Horse Repository.

In our opinion the best and fastest pony of the lot, No. 6, sustained one or two nasty bruises during the voyage, but this will be healed before long. Our attention was also directed to pony No. 12, a well-built and strong looking animal. He is the tallest griffin of the bunch, and, could we rely on appearances, there is not the slightest doubt that he will make a good'un when in proper task.

THE DRAWING.

This afternoon in the compound of the Hongkong Horse Repository the drawing of the griffins which arrived this morning took place.

There was a very scanty attendance, when it commenced. Following are the results:

Pony No. 1.—Drawn for Mr. A. Dabington.

A rather light pony. At a glance there are signs of him having been trained before.

He stands here slightly lame in the shoulder.

No. 2.—Drawn for Sir Paul Chater.

An iron-grey pony. Probably the handsomest of the bunch and in addition a powerful one.

Supposing he does not turn out a racing

pony he could command a good figure as a hack or polo.

No. 3.—Drawn for Mr. G. C. Moxon.

A gray and pretty pony. Very neat looking.

Possesses a nice head and strong loin.

No. 4.—Drawn for H. E. the Governor.

A very handsome-looking chestnut pony.

The only fault we can find at present is his colour.

He presents a rare stamp and looks like galloping.

No. 5.—Drawn for Mr. J. W. Dolley.

A very big, upstanding pony. Powerful looking and as he is at present unclipped one cannot see his points.

No. 6.—Drawn for Mr. T. A. Updegraff. A nice quick-looking grey pony.

He has one distinct advantage and that is he possesses a sore back.

This was noticed on arrival at Kennedy's Repository.

The manager, who owned it, an American, anticipated, "This will prevent him being ridden for about a fortnight."

No. 7.—Drawn for Mr. A. Helmert.

A silver-coloured chestnut with a white star. This pony is on the small side but looks an honest

pony.

No. 8.—Drawn for Mr. W. A. Grubbsbank.

A dark chestnut. Very good looking. Possesses a long sloping quarter, slightly crooked in the back, and shows a rather straight

shoulder.

No. 9.—Drawn for Mr. Craig.

A very pretty and neat-looking grey pony.

Clean legs, a nice head and strong loin.

No. 10.—Drawn for Capt. Arthur Leslie, A.D.C.

A bay, fat and heavy-looking pony. He requires a great deal of work to get him ready for the race meeting.

No. 11.—Drawn for Hon. Mr. C. W. Dickson.

A grey pony. A big powerful one, with

hocks well let down, a little loaded in the shoulder but well rigged up.

No. 12.—Drawn for Mr. D. Donisthorpe.

A big black pony. Very poor looking and rough in condition. Considering that this pony has done his time in his present state, it shows a sign of good improvement.

No. 13.—Drawn for Mr. D. Macdonald, of Messrs. Butterfield and Swire.

Another black pony with a white star. A strong looking pony.

PARTNERSHIPS REGISTRATION.

A well-attended meeting of the members of the Penang Chamber of Commerce was held on the 27th ult. to consider the Registration of Partnerships Bill.

The Chairman (Mr. E. M. Janion, Chartered Accountant) remarked that an Ordinance had been introduced by Government containing certain amendments to a former Bill suggested by the Penang Chamber of Commerce. They had been called to consider the new Bill. He read them a letter from the Singapore Chamber of Commerce, dated 24th ult.

ON BOARD THE "CHOY SANG."

No sooner the telegraphic message reached this office that the vessel was moored alongside Jardine's wharf at West Point, a *Hongkong Telegraph* representative boarded the vessel and soon saw the obliging second officer of the boat.

"What was the cause of your delay at Swatow?" asked the newsmen.

"We were delayed about twenty-four hours

on account of a very dense fog which came up on the evening of the 6th and lasted until the morning of the 7th while we were anchored off the Lammaoos, outside Swatow. Very unusual weather for this time of the year."

Our representative then had a look around and found fifteen ponies in boxes quartered in the fore part of the ship, all appearing in good condition,

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

FREE FIGHT AT SHANGHAI BETWEEN POLICE AND NATIVE RUNNERS.

DETENTION OF FEMALE WITNESSES.

(from Our Own Correspondent.)

Shanghai, 8th Dec., 1905.
11.45 a.m.

A free fight took place at Shanghai yesterday between the police of the Mixed Court and the native runners.

The disturbance originated from an alleged grievance due to the detention as prisoners of a number of female witnesses who are required in connection with cases that have been remanded by the Magistrates.

An attempt was made to remove, by force, nineteen women from the custody of the police. The attempt failed.

Meetings of the native guilds and of the Chamber of Commerce will be held to-day, at which resolutions will be submitted in support of the correctness of the Magistrates' action.

[Reuter's.]

Labuan.

SIR JOHN ANDERSON GOVERNOR.

London, 7th December.

The appointment of Sir John Anderson as Governor of Labuan, an addition to the Straits Government, and an agreement for a British Resident to control the administration of Brunei, are officially announced.

[A recent issue of the *British North Borneo Herald* states:—We have to announce that, after the close of the present year, the Colonial Office will resume direct responsibility for the administration of the Crown Colony of Labuan, and the rule of the Chartered Company of British North Borneo will cease. The administration thenceforward will be transferred to the Governor of the Straits Settlements. On the 1st January, Sir John Anderson will take the oaths of office in Labuan as Governor and will, we understand, appoint Mr. MacArthur and, who, lately acted as British Consul for Borneo, &c., his chief officer for the future charge of the Colony. His appointment has been thought necessary by the Imperial Government, we are informed, on grounds of Imperial policy. The change of status of Singapore; its conversion into an Imperial naval base, of which the expropriation of the Tanjong Pagar Dock Company's property is one outward and visible sign; the growing importance of Labuan as a coaling and cable station; and the existing conditions in the neighbouring Sultanates of Brunei have all, we believe, been essential factors in determining this step.]

From the point of view of British North Borneo, we hail this change with great satisfaction. The closer proximity of the Straits administration and the impending changes for the better in that charming country, Brunei, cannot but prove a lasting benefit to this State. More than that—the finances of the Colony during the sixteen years' administration by the Chartered Company have only on five occasions shown an equilibrium and something more: the remaining eleven years have shown deficits which have had to be met out of the resources of the Chartered Company. The net deficit up to the end of 1904 totals \$1,850 and, with that probable for this year, will approximate \$60,000. This is a sum of money which the Chartered Company can ill spare, and however much from a sentimental point of view the severance of the administration may be regretted by some, it has long been felt by others that since the real raison d'être of its union with this State has now for some years been otherwise provided for by the acquisition by the Chartered Company of independent territory bordering Gaya Bay, and by the foundation and rise of Jesselton, the time had come when this drain on the revenues of the State should cease and Imperial Government be asked again to resume direct control.—Ed. H.K.T.]

Great Britain and Germany.

Prince Buelow speaking in the Reichstag said, that correct relations between the Cabinets of any two countries should not exhaust their policies; but popular passions sometimes jeopardised Cabinet policies; for example, we have now to reckon with a deep popular aversion to us in England, and it is only recently that any tendency against this dangerous tension has been noticeable in the leading English circles. We sincerely hope that this indicates the beginning of a desire for a renewal of an unfortunately interrupted understanding.

The Triple Alliance was unimpaired, but Germany must be strong enough to hold her own without allies.

In regard to East Asia, relations with Japan were good and friendly, and he believed that the Japanese, who through bravery and intelligence had won a position among the Great Powers, were anxious to consolidate the position by a policy inspiring confidence.

The Anglo-Japanese treaty contains nothing contrary to Germany's aims, and we have striven for and desire the open door.

The greatest possible securities for peace are the maintenance of the integrity and the independence of China.

Russia.

Later. Grave disorders have occurred in Transcaucasian territory, in which the troops are participating, especially at Ashkhabad.

Political.

It is believed that Sir Campbell-Bannerman will go to the House of Lords leaving Mr. Asquith to lead the Home of Commons.

THE HONGKONG REGATTA.

A SUCCESSFUL MEETING.

The second meeting of the Hongkong Regatta was held under the most favourable auspices at Aberdeen, to-day.

PATRONS.—H.E. The Governor, Sir Mathew Mathew, K.C.M.G., H.E. Admiral Sir Gerard Villiers-Hutton, K.C.M.G., H.E. Major-General Stevens.—Hon. Capt. L. A. Barnes Lawrence, Sir H. S. Berkeley, Lt. Hon. Sir C. P. Chater, Kt., C.M.G., Colonel Darling, R.E.; A. Denison, Esq., Lt.-Colonel H. G. Filton, D.S.O., Sir F. Pigott, Lt. H. E. Pollock, Esq., K.C., E. H. Sharp, Esq., R. C. H. Scott, Esq., J. R. M. Smith, Esq., A. Turner, Esq., Commodore R. P. Williams, R.N.

Committee of Management.—Hon. Mr. Gerhardson Stewart, Chairman; Lieut. C. Cooper, R.E., E. W. Michell, Esq., G. A. Caldwell, Esq., C. H. Grace, Esq., C. J. Gals, Esq., F. Lammer, Esq., A. H. Rouse, Esq., Hon. Treas., F. W. Warre, Esq., Hon. Sec.

Umpires.—C. E. H. Beavis, Esq., C. H. Grace, Esq., W. H. Potts, Esq.

Judges.—E. W. Mitchell, Esq., H. P. White, Esq., Lt. C. H. Beckwith, R.N.

The day was proclaimed a public holiday. At 10 a.m. three parties of spectators and participants in the events of the Hongkong Regatta, held at Aberdeen, left the Hongkong side simultaneously for the scene of the day's doings. The *San Cheung* left Wing Lok street wharf, to take up her position as "flagship"; the Royal Hongkong Yacht Club launch left Blake Pier, and the Dock Company's launch, *C. 3*, left Queen's Statue wharf, and these were followed at 10.30 a.m. by the Victoria Recreation Club's launch and the Dock Company's *Kiddie*, the latter launch making a second trip at 1.30 p.m. for those who were unable to get over in the morning. After 2.30 p.m. a number of launches took over a large contingent of Hongkong residents who were unable to get away from the city early in the day. Immediately upon their arrival the interested holiday-makers joined the party on board the flagship to follow the rest of the races.

The day was somewhat cloudy, but fine, and the sea fairly smooth, so that a successful day's sport was looked forward to. Crossing over from Hongkong to the westernmost end of the island a somewhat strong breeze was encountered and the sea slightly rose; but in the shelter of the bay in front of the docks, the wind was flat but moderately, while the sea comprised within the limits of the course was comparatively smooth.

On the way over a number of launches, almost amounting to a fleet, followed in the wake of the official boat—the *C. 3*, and arrived practically in a regular line. The flagship *San Cheung* was moored in an advantageous position just off the docks and was "dressed" from stem to stern in her gala dress of bunting, as also were the *Andrea Riccardi* and the *Vorwarts*, two vessels now in the Aberdeen Dock undergoing overhaul. The quarters of the employees of the Dock Company were also gay with flags from the international signal code, while in a central position was a boat occupied by a refreshment stall where edibles and drinkables were served during the day under the management of the Occidental Hotel of Kowloon. The fleet of boats afloat, also sporting their quota of colour, added to the gay brilliancy of the scene.

Among those present were His Excellency the Governor, accompanied by Captain Arburgh-Matthews and Captain Smith, A.D.C.s, and Mr. R. A. B. Ponsonby, who arrived at 11.30 a.m., and brought with him the following party: Sir Francis and Lady Piggott, Hon. Gerhardson Stewart, Miss Hancock and the two Misses Cave-Brown, &c. At 1.25 p.m. Lady Noel and party arrived in the launch *Christine*, which Sir Paul Chater had placed at their disposal, Admiral Sir Gerard Noel arriving about the same time in the river torp boat.

The band of the Royal West Kent Regiment arrived just as the third race was being rowed. The soldiers took up a position just outside the enclosure and to the delight of the large gathering at once treated the spectators to one of the choice selections which the musicians, under the baton of Bandmaster McElveen, know so well to render at every public function.

In order that the course might be kept as smooth as practicable instructions had been issued to all launches moving about to go at no greater rate than half speed, thus obviating too much back-wash, while boats whatever were allowed to moor in front either of the flagship or the enclosure.

It was intended that the keynote of the proceedings should be punctuality in starting each race, the start taking place without a moment's wait for late competitors who were not on the scene at the notified time for starting. This was rendered necessary on account of the length of the programme and the early arrival of dusk at this season. There was, however, no reason for any late arrivals, inasmuch as a ship's bell clang'd out incessantly the signal "ready" for two full minutes before each event, thus giving all competitors ample time to beat the starting point in good time. But, as it happened, from one uncontrollable cause and another the first race did not start till 1.55 p.m. and was an easy win for L. A. Musso; the results of the other races being given below:

TUN SCULLS.

The first race of the day was the Tun Sculls—open to those not competing in the Stewards' Challenge Cup.—Distance 1 mile. Following were the entries:

Station No. 1.—Hongkong.—L. A. Musso, Victoria R.C. 1st. 12 lbs. Colours.—Red and White.

THE COURSE.

Attached to the official programme was a plan of the course which we reproduce below. Launches when coming on to the course moved at half speed and, as stated, kept as far as possible on the Aplichau side on their way to take up their positions. No launches or other craft moored immediately in front of the flagship and enclosure.

Station No. 2.—Centre.—L. A. Barnes, Canton R.C. 1st. 12 lbs. Colours.—Blue and White.

Station No. 3.—Aplichau.—L. Browne, Victoria R.C. 1st. 12 lbs. Colours.—Red and White.

L. A. Musso, V.R.C. 1st. 12 lbs. Colours.—Blue and gold.

L. Browne, R.C. 1st. 12 lbs. Colours.—Blue and gold.

L. Duran, Canton R.C. did not turn up.

The wind was rather "dicky" for these boats.

Time: 1 min. 45 sec.

BROWN CHALLENGE CUP.

For light six-oared gigs.—Open to (a) Royal Garrison Artillery, (b) Royal Engineers, (c) British Indian Regiments, (d) Departmental Units may enter more than one crew if desired.

Distance 1 mile. The entries were:

Station No. 1.—Hongkong Royal Engineers.

—Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 1st. 12 lbs. Colours.—Blue and gold.

Station No. 2.—Aplichau 2nd. Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 2nd. 12 lbs. Colours.—Blue and gold.

Station No. 3.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 3rd. 12 lbs. Colours.—Blue and gold.

Station No. 4.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 4th. 12 lbs. Colours.—Blue and gold.

Station No. 5.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 5th. 12 lbs. Colours.—Blue and gold.

Station No. 6.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 6th. 12 lbs. Colours.—Blue and gold.

Station No. 7.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 7th. 12 lbs. Colours.—Blue and gold.

Station No. 8.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 8th. 12 lbs. Colours.—Blue and gold.

Station No. 9.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 9th. 12 lbs. Colours.—Blue and gold.

Station No. 10.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 10th. 12 lbs. Colours.—Blue and gold.

Station No. 11.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 11th. 12 lbs. Colours.—Blue and gold.

Station No. 12.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 12th. 12 lbs. Colours.—Blue and gold.

Station No. 13.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 13th. 12 lbs. Colours.—Blue and gold.

Station No. 14.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 15th. 12 lbs. Colours.—Blue and gold.

Station No. 15.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 16th. 12 lbs. Colours.—Blue and gold.

Station No. 16.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 17th. 12 lbs. Colours.—Blue and gold.

Station No. 18.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 19th. 12 lbs. Colours.—Blue and gold.

Station No. 20.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 21st. 12 lbs. Colours.—Blue and gold.

Station No. 22.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 23rd. 12 lbs. Colours.—Blue and gold.

Station No. 24.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 25th. 12 lbs. Colours.—Blue and gold.

Station No. 26.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 27th. 12 lbs. Colours.—Blue and gold.

Station No. 28.—Aplichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow. Rowlands, L/C. Peterson, L/C. Flinn, Pic. Turner, Pic. King, L/C. Barnett, Bandsman Faulkner, Cox.

Royal Engineers 29th. 12 lbs. Colours.—Blue and gold.

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FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	13th December
GLASGOW and LIVERPOOL	"KANCHOW"	26th
GLASGOW and LIVERPOOL	"TELEMACHUS"	29th
GLASGOW and LIVERPOOL	"PYRRHUS"	and January
GLASGOW and LIVERPOOL	"PAK LINC"	and
GLASGOW and LIVERPOOL	"SAINT BEDE"	and
GLASGOW and LIVERPOOL	"PATROCLUS"	9th

S.S. "Stentor" left Singapore at 5 p.m. on the 7th inst., and is due here on the 13th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	10th December
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th

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EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	1st January
all PACIFIC COAST PORTS, and	"PING SUEY"	1st February

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and	"TYDEUS"	26th December
PACIFIC COAST	"PING SUEY"	26th January

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Hongkong, 9th December, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS.

TO SAIL.

SHANGHAI.....	"FOOCHOW"	11th December
MANILA.....	"TAMING"	12th "
CEBU and ILOILO.....	"KAIFONG"	22nd "

MANILA, ZAMBOANGA, PORT
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Hongkong, 8th December, 1905.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 16th Dec.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 23rd Dec.

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SHEWAN, TOMES & CO.,
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Hongkong, 9th December, 1905.

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Steamship "INDRANI"..... About

FRIDAY, 15th December.

For Freight and further information, apply to

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Hongkong, 23rd February, 1905.

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Captain T. Austin, R.M.

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FARES.—Week Days: 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$3; 2nd Class, \$2; 3rd Class, 50 cents.

Every Sunday will be an excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents. Return, 50 cents; Beverage, to cents.

Breakfast, Tiffin, and Dinner can be supplied either on Board, or at the Macko Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion-Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

and Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

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MOJI, KOBE AND YOKOHAMA.

Summer. Tons. Captain. Sailing.

Lyla *..... 4,117 G.V. Williams 27th Dec.

Pleated *..... 3,753 F.G. Purting to follow.

Swatow 9,068 E.V. Roberts to follow.

Hyder 3,753 Geo. Wright...

Tremont 9,068 T.W. Garlick...

* Cargo only.

[114]

REGULAR FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw S.S. "Swatow" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Building.

Hongkong, 9th December, 1905.

[14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons. Captain

"KWONG CHOW"..... 1,309 T.R. Mead,

"KWONG TUNG"..... 1,338 H.W. Walker.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These fine new steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[14]

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"GHAZEE"..... 11th December.

"LOTHIAN"..... 14th December.

"ATHOL"..... 3rd January.

For Freight and further information, apply to

DODWELL & CO., LIMITED

1905/1077/YG3

COMMERCIAL

WEEKLY TRADE REPORT.

The High Court, Sydney, on 11th September delivered judgment. Justice Gilligan had awarded damages for £6,000 against the appellants George Crowley, in an action for malicious prosecution. Crowley having proceeded against Gleeson for criminal libel in publishing the statement "there is nothing but corruption with Crowley and his directors," but the Attorney-General declined to proceed with the case.

The appellants, the managers of the City Mutual Life Assurance Society, limited, The Full Corporation to set aside the verdict, but the High Court held that not only should it be set aside, but the plaintiff, Gleeson, should be non-sued. The Federal judges unanimously held that the facts on which the charges of corruption had been made were susceptible of an innocent interpretation, and therefore there was not an absence of reasonable and probable cause for prosecuting on the part of Crowley.

Mr. Justice O'Connor said he could see in one evidence no proof of corruption.

WHAT IS AN ADULT?

When the judges decided some time ago that "mining word competition" was an illegal exercise they must have laughed at their sleeve, so to speak. For these same judges spend a great part of their lives solving word-puzzles set by Parliament. In almost every Act of Parliament an ingenious lawyer can discover one or more puzzles. Usually they are such as the plain man finds no difficulty in defining. But when they come before the courts they furnish months and even years of diversion to the judges.

What is an adult, for instance? Under the Summary Jurisdiction Act of 1879 if it has been decided that an "adult" means a person who, in the opinion of the court before whom he is brought, is of the age of 16 years or upwards. But according to the Shop Hours Act a person under 18 is a "young person." So that a "young person" under one Act might be two years older than an "adult" under another Act.

The whole question of age is most confusing. According to one Act a "child" is a person under 12, according to another Act a child is a person between 12 and 14. And according to the Matrimonial Causes Act a child is a person under 21 years.

Then a young person, by the Agricultural Gangs Act, is aged from 13 to 18 by the Shop Hours Act; under 18 simply; by the Summary Jurisdiction Act from 12 to 16; and by the Factory and Workshops Act a "person who has ceased to be a child and is under the age of 18." But does a person cease to be a child at 18, at 16 or 17?

A girl becomes a woman until 18 under the Coal Mines Act, 1887; but not until 18 under the Factory and Workshops Act, 1901. Of course any one under 12 is legally an infant. And the age of discretion, according to the courts, is 14.

Thus a person may be, according to law, an infant, a child, a young person, a woman, and an adult at the same time—at the age of 17.

Perhaps the most curious definition of all is that of a "statute adult" in the Merchant Shipping Act of 1894, where it means one person aged 12 or upward, or two persons between one and 12 years.

WHAT IS DAY?

Of the simple English words denoting time—day, night, month, year, etc.—and the judges have made a bewildering hotch-potch. It is laid down that the English day begins at the stroke of the clock at midnight.

But under the Public Health Act (London) "day" is from 6 a.m. to 9 p.m., and under the Public Health Act (Scotland) from 9 a.m. to 6 p.m. According to an Act of 8 and 9 Victoria, "day" is from 6 a.m. to 9 p.m. But the daytime within which distress may be made from sunrise to sunset. To make things more confusing, a day may mean several days, such as an assize day, a quarter session day, etc.

WHAT IS NIGHT?

What is the afternoon? It may be from 12 midday until evening, or from 12 midday until 12 midnight. But what is the evening? Nobody seems to know exactly. Night, however, means from 9 p.m. to 6 a.m. so far as burglars are concerned. When it is a matter of poaching, "night" means from one hour after sunset to one hour before sunrise. Under the Factory and Workshops Act, 1901, "night" means from 9 p.m. to 6 a.m.; but under the Inland Revenue Act "night" is from 11 p.m. to 5 a.m.

WHAT IS A REASONABLE HOUR?

What is a "reasonable hour" of day to do a thing contracted for—to deliver a motor-car, for instance? By a judgment of the courts it appears that "if the thing is to be done anywhere, a convenient time before midnight is sufficient. But when it is to be done at a particular place, and the person to whom it is to be done is under duty of attending," then a reasonable hour is a convenient time before sunset.

WHAT IS A MONTH?

The word "month" leads to endless confusion. Some short time ago a man was ordered by a county court judge to pay a debt in monthly instalments. He paid, base by the calendar month, but was summoned for not paying him by the lunar month, and the judge dismissed him. Now in the practice of the county courts and High Courts a month is a calendar month. But in this man's case there was something in the order which made it appear that a lunar month was meant. The courts seem to like these puzzles, or otherwise they would fix the meaning of "month" once for all.

As things stand, a month means a calendar month in all mercantile contracts, promissory notes, and the like. In contracts not mercantile it means a solar month. Where an artist contracted to paint a picture within a month, the contract was not mercantile, and he had to suffer the pangs of taking the word to mean calendar, instead of lunar month. In all laws passed before the year 1850 "month" means a lunar month; in all laws passed since it means a calendar month.

Payment of wages is to be made by the calendar month. But a six month notice to quit may mean six lunar months. Blackstone says that "twelve months" are 12 months of 28 days—336 days in all; but "a twelve-month" means 365 days. The public lost a lot of money over this word "month." The lawyers gain. Prisoners come off very well for a month's imprisonment means from the date of commitment to the day before the same date in the following month. When imprisoned on February 1st, a man gets out on the morning of the 28th, his calendar month being only 27 days. A curious consequence of this arrangement is that prisoners sentenced for a month on January 20, 21, 22, and February 1, all come out of prison together on February 28th.

These are only trifling fractions of the words which the courts are constantly puzzling over. How much of their time is devoted to the subject it is hard to say. But the cost to the country in judges' salaries, maintenance of the courts and their officials, fees to lawyers, and time wasted by litigants, must amount to many hundreds of thousands sterling every year.

ARRAIS

SALE OF SHIPS WITH NOTIFICATION

NOT

Intimation.

THE HONGKONG FROZEN
FOOD SUPPLY.
THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON,
LAMB, PORK AND VEAL,
DAIRY FARM FED. PORK.

Carpons, Dairy Farm Fed (dressed) \$1.00 per each
Chickens " do " do do 75c
Chickens' Livers " " " 75c
Chickens' Gizzards " " " 75c
"Caro" Meat Extract, 2 oz. " 75c per pot
" " do " 4 oz. " 75c each
Ducks, Local (dressed) " 75c each
Ducks, Wild " " " 75c per lb
Australian Smoked Mutton " 75c per lb
do " " Schnapper " 75c each
Geese, Local (dressed) " 75c each
Hares, Australian 1st Grade " 75c
Ham, Best York " 75c per lb
Ham, Australian, " Pineapple " 75c
" " " Brand " 75c
" " " (3cts extra per lb for Ham cut)
Kidneys, Australian Sheep " 75c each
Lemons, Australian " 75c each
Oysters, American (large size, in
tins) " 75c per tin
Australian Oysters, 24 doz. bottles 1.00 " bot.
" " " " " large bottle
Partridges, Local " 75c each
Pigeons, Local " 75c each
Pigeons, Wild (dressed) " 75c
Rabbits, Australian 1st Grade " 75c
Kite Birds " 75c per doz.
Sausages, Australian, Fritz " 75c per lb
Sausages, Own Make (of Australian Meats) " 75c
Snipe, Local " 75c each
Tongues, Australian Sheep " 75c each
Turkeys, Choice Australian
(plucked) " 75c per lb

(SPECIAL NOTE)

Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.

Orders for NOON should be sent in by 8:00 A.M. the same day.

Orders for 3:30 P.M. should be sent in by NOON the same day.

Hongkong, 11th November, 1905. [98]

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 12th December, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Yarra" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC...36th December.

S.S. ERNEST SIMONS...9th January.

S.S. POLYNESIEN...23rd January.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
PAKISTAN, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLUMMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PEKING, GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

H. E. Steamship

"SIMLA,"

Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 16th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macdonald," 10,000 tons, from Colombo; Passengers' accommodation in which vessel is secured, before departure from Hongkong.

Site and Valuables, all Cargo for France, ad Tce for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be sent via Bombay by the R.M.S. "Caledonia," due in London on the 27th January, 1906.

Packets will be received at this Office until 12 m. the day before sailing. The Contents and Value of all Packaged articles required.

For further Particulars, apply to

E. A. HEWITT, Superintendent,

Hongkong, 2nd December, 1905. [54]

For Sale.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case,
BRANDY * * * * * 82.50

20.00
* * * * * 16.75

WHISKY, PALL, MALL
JOHN WALKER & SONS' OLD HIGHLAND
C. P. & CO'S SPECIAL BLEND

12.50
10.50
20.00

PORT WINE, INVALIDS
DOURO
SHERRY, AMOROSO
LA TORRE
BENEDICTINE, D.O.M.

13.75
20.00
16.00
40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [1123]

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.

DEPOT

FOR

EAST-MAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 156.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTER. Corrected to noon; later alterations given under "Commercial Intelligence" page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE DIVIDEND FOR THE PAST YEAR.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$250,000 \$250,000	\$1,702,728	£1.15/- @ 1/10 = \$18,616.7	5.4%	\$88 sellers London 1/10
National Bank of China, Limited	99,925	\$7	.65	\$200,000	\$41,768	\$2 (London 1/6) for 1903	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$25	\$1,600,000 \$147,895	\$21,540	\$20 for 1904	6.7%	\$330 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$152,300 \$371,445	Nil	\$4 for year ended 30.6.1904	6.7%	\$91 sellers
North China Insurance Company, Limited	10,000	\$15	.65	Tls. 100,000 Tls. 50,000	Tls. 304,553	Final of 7/6 making 15/- for 1904	5.7%	Tls. 50
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$10,000 \$331,453 \$104,930 \$152,304	\$2,330,112	\$40 for 1904	5.7%	\$740
Yangtze Insurance Association, Limited	8,000	\$100	.60	\$1,000,000 \$18,093 \$2241	\$286,284	\$12 and \$3 special dividend for 1903	5.7%	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$18,093	\$320,047	\$6 dividend & \$1 bonus for 1903	5.7%	\$87
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,200,595	\$360,372	\$34 for 1903	5.7%	\$330
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,638 \$88,941	\$8,832	\$1 for 1904	5.7%	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$600,000 \$145,176	Nil	\$31 for year ended 30.6.1905	5.7%	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	8,000	\$15	\$15	\$120,000 \$241,150	\$8,664	\$1 for first half-year 1905	5.7%	\$25 sales
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,399 \$12,399	\$4,435	12/- @ 1/10 = \$6,295.1 for 1904	5.7%	\$94 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	5.7%	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$4,000,000 \$1,116	\$58,652	Interim of Tls. 2 for 1905	5.7%	25 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$2,000,000 \$24,257	\$29	\$1.80 for year ending 30.6.1905 (\$0.90)	5.7%	\$23 buyers
Straits Steamship Company, Limited	5,000	100	\$100	\$2,107,575 \$130,153	\$21,231	\$10 for 1904	5.7%	\$149 buyer
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 10,479 Tls. 26,800 Tls. 81,200	Tls. 4,13	Interim of Tls. 2 for 1905	5.7%	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	5.7%	\$212 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1807	5.7%	\$66 sellers
Pekoe Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3743	Tls. 21 for year ending 30.6.1904	5.7%	Tls. 45 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$80,000 \$16,011	\$13,355	Final of 1/- (No. 5)	5.7%	Tls. 870 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. 50</td						